

FREE
GUIDE INSIDE



YOUR COMPREHENSIVE GUIDE TO THE
2018 RALLY & EVENT SCENE

Bus & Coach

PRESERVATION

Inside this month:

BTS PROFILE



BYRNE'S BUSES



ESSENTIAL MECHANICS



Plus the latest news
and views on the bus
preservation scene!



STREAMLINED PRIDE

HULL ATLANTIAN RESTORED



Vol 20 No 11 APRIL 2018

£4.60

ABERDARE UDC

Trams were first ran in Aberdare in 1913, when powers were granted to the local authority in preference to British Electric Traction, which also applied to operate tram services in the area. Only five route miles were operated, three of these not commencing until 1921/22. Final tramway abandonment took place in 1935 when Daimler motorbuses took over.

Aberdare was also a pioneer trolleybus operator, putting to work a small number of Cedes-Stoll trolleybuses on its Abemant service in 1914. These primitive vehicles lasted

until 1925, but in 1921/22 some short route extensions, which had been entrusted to trolleys were converted to tramway operation. During the conversion, Tilling-Stevens petrol-electric buses were used to keep services going.

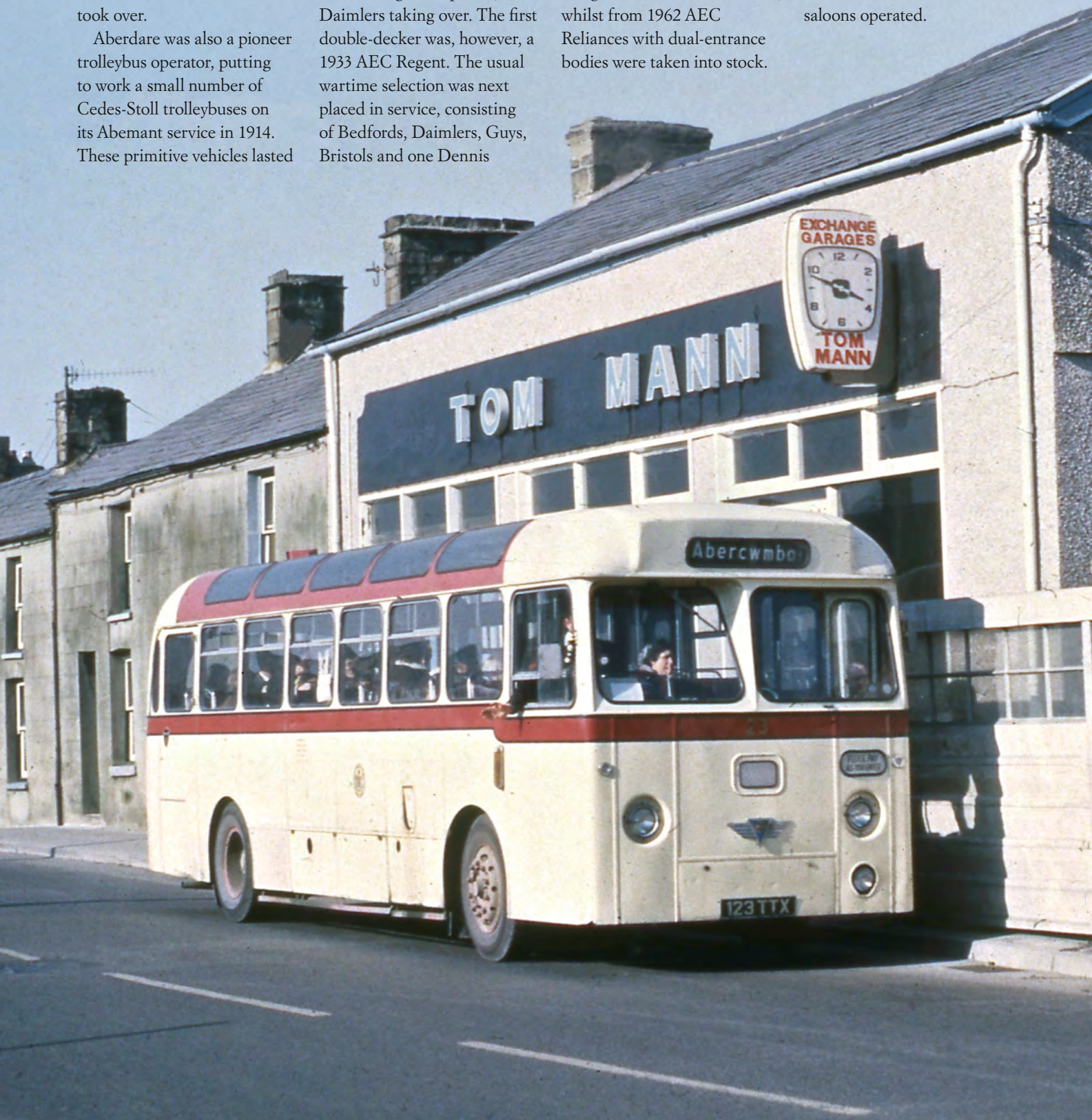
These buses were then used to start a network of motorbus routes. Between 1925 and 1933, Bristols reigned supreme, with Daimlers taking over. The first double-decker was, however, a 1933 AEC Regent. The usual wartime selection was next placed in service, consisting of Bedfords, Daimlers, Guys, Bristols and one Dennis

Lancet II. History turned full circle in 1946/47 when a fleet of Bristol double- and single-deckers with ECW bodies was purchased.

Following the nationalisation of Bristol/ECW, Guy Arabs and AEC Regents and Regals, mainly with NCME bodies, were purchased in the 1948-51 period. Guys with bodies by Longwell Green then followed, whilst from 1962 AEC Reliances with dual-entrance bodies were taken into stock.

In 1974 Aberdare UDC was abolished, and together with the former urban district of Mountain Ash and some outlying areas, formed Cynon Valley Borough Council which became part of the unitary authority of Rhondda Cynon Taf in 1996.

Here we look back at Aberdare in the 1970s and some of the AEC Reliance saloons operated.





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The latest news from the world of bus preservation and beyond.

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An unexpected Maltese and West Hartlepool connection, Derby Bus Station and a mystery deal are among NICK LARKIN's submissions.

BUSMART 55/1

B&CP's comprehensive advertising section, where you can buy or sell any bus-related item.

MAIN PICTURE: Willowbrook-bodied AEC Reliance No 23 (I23 TTX), one of a pair of 42-seat dual-door saloons new in 1963.

UPPER: In 1965, the undertaking turned to Strachan to supply the bodywork for a pair of 44-seat dual-door Reliances, one of which, No 27 (FTX 227C) is seen at Aberdare's Gadlys depot.

LOWER: Aberdare returned to Willowbrook the following year. Amongst the last six Reliances delivered was No 3 (TNY 493G) seen at Gadlys in June 1970. AEC Swift/Willowbrooks and Bristol RESL6L/ECWs followed. No 3 was subsequently exported to Malta, later receiving an Alexander Y-Type front! Pictures: PRESBUS ARCHIVE

COVER: Hull Corporation 255 (PRH 255G) is immaculately restored into the operator's exuberant streamlined livery. Find out more about its restoration on page 12. SIMON GILL

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UK-6503 STAGECOACH LONDON ADL 400 2 Door
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UK-6504 STAGECOACH IN OXFORDSHIRE
10684, SN66 WHC (3 Rose Hill) Feb-18

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JB-25

METROPOLITAN FELTHAM TRAM

JB-28

HULL CORPORATION WEYMANN

JB-29

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JB-09

WESTERN NATIONAL BRISTOL K

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JB-11

DOUGLAS CORP. AEC REGENT

JB-12

MIDLAND RED BMMO CM5T

JB-14

MOTORWAY COACH

JB-18

GREEN LINE AEC Q TYPE S/D

JB-19

RIBBLE BURLINGHAM SEAGULL

JB-24

LEEDS CITY TRANSPORT

JB-26

CROSSLEY DD42

ST HELENS AEC REGENT V

MIDLAND RED BMMO D9

YWBC

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UPDATED RALLY DATES FOR 2018 SEASON

25 Feb Swansea Bus Museum
at their NEW premises at
2 Viking Way, Swansea
Enterprise Park
1000-1600hrs

24/25 Mar Manchester
Spring Spectacular Transport
Collectors Market at
Manchester Bus Museum
1000-1630hrs

1st & 2nd April
Transport Museum Wythall
Easter Sunday and Monday
Open & Running Days

**Two 90th Open Day
Anniversary Dates**

23rd Jun NXWM Acocks Green
Garage 1000-1500hrs
5th Aug Arriva Tamworth Garage
1000-1700hrs

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Subscription Service:

Webscribe Ltd 01442 820580
bcp@webscribe.co.uk

Write to: Bus & Coach Preservation Subscriptions
Department: Unit 4 College Road Business Park,
College Road North, Aston Clinton, HP22 5EZ.

Binders and back issues are available from Webscribe
using the B&CP subscriptions address given above.

Printed by:

Precision Colour Printing Ltd
Haldane, Halesfield 1, Telford, Shropshire. TF7 4QQ.

Distribution by:

Seymour Distribution Ltd
2 Poultry Avenue, London. EC1A 9PP.

Editorial contributions:

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Unit 12, Redland Close,
Alderman's Green Industrial Estate,
Coventry CV2 2NP
E-mail: busandcoachpreservation@gmail.com

ISSN 1462 1886

Let the Planning Begin!

This year's *Bus & Coach Preservation* Rally Guide is once again packed with bus-related events such as museum open days, running days, static gatherings, tours, collectors' fairs and film shows. There are regular favourites and some new events, not to mention several one-offs commemorating this year's significant anniversaries.

Multiple happenings on the same day require us at B&CP to make the same tough decisions as the wider enthusiast community in terms of which events to attend and those to regrettably miss this year. Our choices are sometimes complicated by copy and print deadlines – there is an unwritten law that ensures any last-minute awkward questions regarding the forthcoming issue will be asked when well away from desk and computer.

As mentioned last month, we will attend several of this year's events, either individually or as a team, whenever and wherever we can. We are looking forward to meeting as many readers as possible, so do please say 'Hello'.

We like to feature event photographs within these pages; those from running days often appear in 'On the Road' so do please continue to submit digital images for this feature. You may also have pictures of museum open days or static gatherings considered worthy of inclusion in future issues of B&CP (remember, we seek quality not quantity!), but please drop us a line before sending any images to determine interest as we may have been there ourselves, recently featured the very same vehicles or unfortunately lack space.

HELP US TO HELP YOU

We are aware winter months are relatively quiet in bus preservation terms; not everyone wishes to work in a cold storage barn, take their pride and joy onto a salt-laden road network or stand on a wind and/or rain-swept corner with camera in hand. But the movement does not grind to a halt entirely. There are still vehicles to buy or sell, wants sought, and funds to be raised for that next project.

Do please keep us informed of what is happening within your museum, group or collection, especially if the support of the wider enthusiast network is required or you have news, good or bad, to share – our 'News Plus' pages beckon. We are not necessarily looking for lengthy reports every time, as a single paragraph may suffice.

Our mind-reading powers remain non-existent, so please help us to help you.

DAVID JUKES

Wythall Rationalisation

The Transport Museum Wythall is presently considering the disposal of some vehicles that may be more appropriately accommodated elsewhere.

Three vehicles that could be available to new owners are a very rare Foden PVD double-decker, a Stratford Blue Leyland PS1 with Northern Coachbuilders bodywork and a single-deck Daimler Fleetline.

The Foden PVD range shared the early adoption of a concealed radiator with BMMO; several hundred PVDs were built in the early post-war period, mostly as single-deck buses or coaches but also as double-deck buses. FDM 724 has a Gardner 6LW engine and Massey 56-seat full-height body. It was new to Phillips of Holywell in July 1949 and is thought to be an add-on to a Chester Corporation contract, passing in 1969 to nearby operator Hollis of Queensferry for a few more years of schools' work.

FDM stood in a yard for some years; it suffered some vandalism by the time

Wythall bought it in December 1980. It has since been stored under cover but not worked upon and is now one of the very few surviving Foden PVD double-deckers and fortunately retains its running units.

Stratford Blue's first new single-deckers were ten Leyland Tiger PS1 buses delivered in 1948/9 with BET Federation standard bodywork unusually built by Northern Coachbuilders. Withdrawn in 1960, the redundant PS1s proved popular with Welsh independents; GUE 247 was eventually saved by Norman Myers before coming to Wythall. The chassis lacks the significant running units and the body was already in very poor condition. It has been kept under cover for most of its time at Wythall to prevent further deterioration.

The Museum acquired restored ex-Birmingham single-deck Fleetline BON 472C in 2017 to replace unrestored BON 474C, for which a new home is sought. Birmingham City Transport acquired 24 new saloons in 1965 with the same level gangways and one-step entrances as its

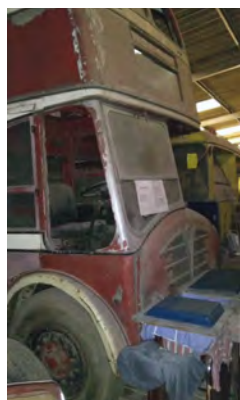
contemporary double-deckers. The 30ft length specification restricted choice to Daimler Fleetline or Leyland Atlantean double-deck chassis, the former was the obvious choice for BCT for standardisation purposes. All were bodied by Marshall and resembled cut-down double-deckers; the batch was retired between 1979 and 1981.

It should be stressed these buses are not under any threat at Wythall but simply available if the right solution can be found. Anyone interested in taking these vehicles on should contact: enquiries@wythall.org.uk, or write to: Transport Museum Wythall, Chapel Lane, Wythall, Worcestershire B47 6JX. Preference will be given to accredited museums. Report: DAVE TAYLOR and MALCOLM KEELEY

From left to right: **Foden FDM 724 in its rescued state.**

Stratford Blue GUE 247, untouched since its arrival in this condition.

Fleetline BON474C.



Manx Bedford CA Found

A rare Bedford CALZ with Martin Walter minicoach body has been found on the Isle of Man. One of only five known survivors, it started life registered GBC 638D with D M Veazey of Winwick, Peterborough, in March 1966, later passing to Peterborough-based D V Watkins in April 1970 and B W & J F D Goodman in June 1974. It was sold in 1976 although subsequent owners are unknown until March 2010 when it was acquired by Isle of

Man resident Trish McDonough from another island owner, by then converted to a caravan registered JMN 607G.

Current owner Ben Wilson, a Manx fireman, is seeking more information about the vehicle, particularly owners after Goodmans' when registered REW 565M, and any photographs of it while still a PCV. Ben is planning to restore the CA as a motor home. Report: JOHN WAKEFIELD Picture: BEN WILSON



Leicester's Latest Acquisitions



Picture: TREVOR FOLLOWS

The Leicester Transport Heritage Trust (LTHT) reports the acquisition of two buses for its collection.

Former Leicester City Transport No 60 (GRY 60D), a 1966 Park Royal-bodied Leyland Titan PD3A/1, was acquired from The Transport Museum at Wythall, where it has been for some years, following a successful appeal for funds. The bus was made ready with the assistance of Wythall volunteers and moved under its own power to a secure West Midlands storage site on 10 November 2017. It will remain there until the spring when movement to a location nearer to Leicester is planned.

The second acquisition is no less significant - former Midland Red 1963

BMMO D9 No 5314 (6314 HA). 345 D9s were built between 1958 and 1966 of which just 12 survive.

No 5314 was bequeathed to the Aston Manor Road Transport Museum which, as it already owned two of the type, decided to sell the D9. The LTHT expressed an interest and was given the opportunity to acquire 5314 for its collection.

The bus changed hands for a modest sum, but it will require significant expenditure for restoration, although funding from various external agencies may be available to assist. No 5314 spent its entire Midland Red service life in Leicestershire and was the company's last operational D9. It was then sold to Obsolete Fleet of London in June 1980 from which Peter Hudd acquired it in October 1981.

The LTHT needs to generate funds to cover acquisition, storage and restoration costs and is seeking donations to the 5314 Fund. Donations by cheque made out to

'Leicester Transport Heritage Trust' can be sent to: LTHT D9 Fund, 8 Ingrams Way, Wigston, Leicestershire LE18 3TU or there is a 'Mydonate' link on the Trust's website: www.lttht.org.uk
Report: MIKE GREENWOOD



Picture: TREVOR FOLLOWS



Picture: MIKE GREENWOOD

Yeates' 90th Anniversary

Vehicles from the Delaine Heritage Fleet will operate a service every 30 minutes between Bourne and Stamford Bus Station via Essendine on Saturday 29 September. The event will also mark the 90th anniversary of W.S. Yeates Coachbuilders of Loughborough with a gathering at Bourne of the roadworthy survivors, some of which will operate free Heritage Tours along sections of the Delaine route 301 to Rippingale. The Delaine Bus Museum will be open to visitors throughout the day.

Just 15 of the 1,024 bodies built by Yeates between 1946 and 1964 are known to survive, three of which were new to Delaine. Seven are roadworthy and all are invited to attend (subject to availability on the day) to provide what should be the largest gathering of Yeates-bodied vehicles for many decades.

All the above is available with a £6 Heritage Day Rover. For further details see: www.delaineheritagetrust.org
Picture: NIGEL APPLEFORD



RT1884 Moves On

Former London Transport RT1884 (LLU 770), a 1950 Park Royal-bodied AEC Regent III 0961RT, has been sold after languishing for several years in a north Cambridgeshire motorhome dealers' yard.

LLU 770 was sold out of LT service in January 1977 to Lesney Products (Matchbox Toys) as a staff bus before passing into preservation in 1983.

It is currently owned by Neil Bird of Shoreham-based Southern Transit, who bought the bus to prevent its scrapping. Neil is open to offers for RT 1884, which needs a lot of work but is considered restorable, and RT2242 (KGU 171) from serious preservationists who are looking for an RT to restore. His number is 01273 464754. Report: JOHN WAKEFIELD
Picture: JOHN WAKEFIELD COLLECTION



Cumbria Easter Rally: 20th Year (and a name change)

The Cumbria Easter Rally celebrates its 20th anniversary when the picturesque event returns to Kirkby Stephen and Brough on 31 March and 1 April 2018. Restored buses, coaches, vintage wagons, lorries, vans, Land Rovers, military and utility vehicles, tractors and other farming vehicles, and old pedal cycles

will be showcased at various sites with classic buses running between them.

Bus routes will start from Kirkby Stephen station on the Settle-to-Carlisle Railway.

An evening road run through the fells will also take place on 31st March.

This year's event is co-ordinated by Encounter Eden, a not-for-profit social enterprise designed to give the area an economic boost, after its past organisation by the Eden Classic Vehicle Group and the Hamer family.



Models Announced

Oxford Diecast has published details of new models that feature in its latest catalogue (February to May 2018). There are no new buses or coaches but several re-liveries of existing castings.

There is a 1:43 scale Morris J2 minibus (43JM024) in Skyways of London livery – complete with model plane on its roof – due in the fourth quarter of 2018.

Planned in 1:76 scale for the third quarter are a Southdown Beadle Integral coach (76BI004), a Ribble Motor Services Duple Roadmaster coach (76DR005), a Galleon Travel Irizar i6 coach (76IR6004), a Tilling Transport Bristol MW6G/ECW coach (76MW6004), an A Timpson & Sons Ltd Plaxton Panorama coach (76PAN008), a Stratford Blue all-Leyland Titan PD2 (76PD2006) and a North Western AEC/Weymann Fanfare coach (76WFA007). For the fourth quarter will be a Saro single-deck bus in London Transport Green Line livery (76SB003) and a Commer Commando coach in Coca Cola livery (76COM008CC). There will also be another service vehicle, a Ford Transit low-roof van in London Underground livery (76FT031).

For 1:148 scale there is a further New Routemaster in the form of Go-Ahead London LT50 (LTZI050) in General livery (NNR006), a Stratford Blue Burlingham Seagull coach (NSEA002) and a Southdown Motor Services Ford 400E van (NFDE008). All are planned third quarter issues.

Volunteer Tram Crews

Crich Tramway Village, home of the National Tramway Museum, is looking for enthusiastic individuals to join its volunteer tram crews. You will need to be of smart appearance, have good customer service skills and be aged 16 or older. Training will be given to successful applicants, starting as a Conductor/Guard responsible for the safety of passengers boarding and alighting, ticketing and assisting the Driver.

After two years as a qualified conductor, and subject to holding a full DVLA car licence for at least a year, volunteers can also apply to be a tram driver. Discounted accommodation is available for those travelling from afar.

E-mail: volunteering@tramway.co.uk or complete an on-line enquiry form at: www.tramway.co.uk.

CRICH
TRAMWAY
VILLAGE

Conference Call

A conference to discuss the future of bus and coach preservation is proposed later this year and is likely to feature some of the movement's best-known names. The event, marking ten years since the last British Bus Preservation Group (BBPG)-organised gathering, is intended to be more than a talking shop.

'The 2008 event unveiled some excellent ideas but sadly nothing happened afterwards,' reflects *B&CP*'s Nick Larkin, spokesman for the planned event. 'Several people suggested the need for another event to properly address serious preservation issues.'

It is proposed to determine the feasibility of a fund administered by top preservationists to secure the future of highly important vehicles offered on the open market. Other discussions are likely to consider how more young people can

be attracted into vehicle preservation, and will look at museum collections.

Representatives from the financial world will be invited to discuss the forms of funding that may be available for the acquisition of storage buildings.

Adds Nick: 'Owning a preserved bus or coach isn't always an easy hobby and none of the issues raised have easy solutions, but sometimes it's best just to push ahead and get things done.'

It is proposed to hold the event at the same venue as 2008 – the Coventry Motor Museum – on 25 November, although this may change as a Saturday or two-day event have been mooted.

Anyone interested in speaking or getting involved is invited to get in touch with Nick via e-mail at nicklarkin721@btinternet.com or telephone 01733 347776.



A flashback to the 2008 Future of Preservation conference. NICK LARKIN

Lost Bedford VAL Discovered

BPR 70B, a 1964 Plaxton Panoramabodied Bedford VAL14 new to Bluebird of Weymouth, has been found in a disused scrapyard at Sayers Common, West Sussex. It appears relatively complete, although lacking some external parts and trim together with its wheels, and still has its seats.

At the time of writing (mid-January 2018) the owner was seeking to dispose of the coach, preferably for preservation. Report: JOHN WAKEFIELD



Picture: GLEN FOSTER

Calling All Bedford OB Owners

The Gloucestershire Vintage & Country Extravaganza is a large vintage vehicle show that has become one of the largest of its type in the country, entirely run by volunteers. The show, now in its 44th year, is well known for its large bus and coach section.

The show has hosted the annual Bedford OB Get-together on three occasions and would like to continue the

late Tim Wootton's legacy by inviting a record number of Bedford OB's to this year's show. John Hitchings, the show's bus and coach section leader, said: 'We are keen to attract a wide range of buses and coaches but particularly as many Bedford OBs as we can to continue this fine tradition. Tim would really have appreciated that.'

All bus and coach owners are cordially

invited to attend on 3-5 August 2018 at South Cerney Airfield near Cirencester, Gloucestershire.

Buses and coaches are welcome to attend one, two or three days – the busiest being the Sunday. Further details can be obtained from John Hitchings (tel: 07746 412555 or e-mail: bus_coach_svttec@hotmail.com). The show's website is: www.glosvintageextravaganza.co.uk



Picture: NIGEL APPLEFORD



Picture: RUSSELL STRONG

Auction Sale

HOU 904, a restored 1950 ex Aldershot & District Strachans-bodied Dennis Lancet III was auctioned online by John Pye & Sons as part of Macphersons Coaches' liquidation sale at Donnithorpe in February. Report: JOHN WAKEFIELD
Picture: JOHN PYE & SONS



Regent V For Sale

Former Nottingham City Transport No 229 (UTV 229), a 1956 Park Royal-bodied exposed-radiator AEC Regent V, is advertised for sale for £25,000 on an internet auction site by the Stafford Bus Centre. It was previously partly-converted to an office/display/advertising vehicle with its upper-deck floor removed and a rear platform door fitted.

UTV 229 was acquired by The Oxford Bus Preservation Syndicate in 1982 as a source of spares for its own former City of Oxford examples after spending time as a non-PSV with the Thames Valley Flying Club at Marlow in Buckinghamshire. The bus was not touched and was latterly stored at the Oxford Bus Museum before sale to an unknown owner in 2005 and the Stafford Bus Centre in 2010.
Report: JOHN WAKEFIELD
Pictures: STAFFORD BUS CENTRE



Rare VR For Teesside Running Day

The 500 Group-organised Teesside Vintage Bus Running Day is due to take place on Sunday 22 April. There will be up to 25 buses running on at least five timetabled routes including unusual 1977 ex-Cleveland Transit Northern Counties-bodied Bristol VRT/SL3 RDC 108R.

Based at Middlesbrough's Transporter Bridge, itself over a hundred years old, there will be free vintage services from

10.30 with links from Middlesbrough Bus Station and Stockton High Street. There will also be various routes around Teesside, a vintage coach tour into North Yorkshire and an express coach service using vintage coaches to Yarm, together with static displays, stalls etc.

Additional information and entry forms can be obtained from 01642 317039 or by e-mail to: bill.500group@btinternet.com.



CTP Welcomes Preserved Bus Owners

Commercial Transport in Preservation (CTP) is a club for commercial vehicle enthusiasts that would be like to see more buses and coaches at its events.

Key 2018 events are the CTP Gillingham Gathering (that's Gillingham, Dorset) on Sunday 25 March, the CTP Spring Road Run on Sunday 22 April (Circular route from Warminster

of around 65 miles), CTP Noggin, Nosh & Natter on Wednesday 25 July at The George Inn, Longbridge Deverill BA12 7DG from 16.00 and the CTP Autumn Road Run from Salisbury Livestock Market on Sunday 2 September (10.30 start) for a 65-mile run around the New Forest.

The Road Runs are for commercial vehicles and

buses/coaches 20 years and older.

For details, or to book a place on a run, please contact Events Organiser Mary Bailey on 01747 823365, e-mail: m.bailey1950@btinternet.com or visit the website: www.thectp.org.uk.

The CTP also holds monthly talks or slide shows in Salisbury.



A DISTINCTIVE ATLANTEAN

SIMON GILL reports on the only survivor of the unusual one-piece flat-screened Leyland Atlanteans almost exclusively supplied to Hull between 1966 and 1969.

Fresh from enjoying the city's fame as the UK City of Culture 2017, bus enthusiasts in Hull are, like in many other places, preparing to celebrate the Leyland Atlantean's 60th anniversary this year. The oldest roadworthy example from this city is 1969 Roe-bodied No 255 (PRH 255G), which has undergone a thorough restoration as part of the Hull Bus Restorers' collection.

PIONEER

Kingston upon Hull Corporation was a pioneer operator of double-deck vehicles with a front entrance ahead of the leading

axle. Its General Manager George Pulfrey introduced the prototype revolutionary 'Coronation' class Roe-bodied Sunbeam MF2B trolleybus in 1953. It featured two staircases and a centre exit as it was specially designed for one-man-operation (as it was then called) using tokens and tickets rather than cash.

Fifteen production examples entered service during 1954 and 1955 but were always crew-operated due to Ministry of Transport and local Council intransigence and trade union hostility. All were sold for scrap when the Hull trolleybus system closed on 31 October 1964 so sadly none survived into preservation.

Hull 255 has been restored to late 1969 condition as one of the first Pay As You Enter buses to operate in the city. The splendid streamlined livery suites the style of body, especially as the front destination boxes were lowered to just above the windscreen in comparison to earlier deliveries. Municipal pride at its best. SIMON GILL

HULL ATLANTEANS

Undeterred by the lack of enthusiasm for his 'Coronation' trolleybuses but keen to promote cost-saving one-man-operation in the future, George Pulfrey arranged for Leyland Atlantean demonstrator 398 JTB to operate in the city during September 1959. The demonstration was successful and Hull's first Atlanteans, with Metro-Cammell bodies, entered service the following summer as Nos 342-346 (6342-6346 RH). No 342 is extant and awaits restoration in Staffordshire.

The undertaking went on to buy a total of 241 Atlanteans with all subsequent deliveries carrying Roe bodywork. The first



101 carried the original uninspiring square body style which was also popular with some BET Group subsidiaries such as Northern General, Devon General and Trent with municipal Sheffield Transport also taking a few. Hull's exuberant streamlined livery helped disguise the box shape.

The 1966 deliveries introduced a slight variation to Hull's standard Roe bodywork; a flat one-piece inclined windscreen replaced the original twin units previously specified. The former was almost exclusively supplied to Hull with just one other example sold elsewhere – XWU 890G of independent T. Severn and Son of Dunscroft, near Doncaster.

Hull bought 55 Atlanteans to this style up to early-1969 as its Nos 403-412 / 213-257: 40 PDR1/1s, with all but the last fitted with Leyland O.600 engines – No 242 was fitted with the more powerful O.680 engine (as were all subsequent Atlantean deliveries), and 15 of the then new PDR1A/1 model featuring the 'rationalised' Pneumocyclic semi-automatic gearbox.

Hull bought a further 40 PDR1A/1 chassis during late-1969 and 1970 but fitted with Roe dual-door bodies of the second-generation style, featuring larger windows, introduced into many fleets at that time. One of these, 270 (TKH 270H), was restored by Nigel Green of Hull and previously featured in *B&CP*.

From 1971 Hull reverted to single-door bodywork with 20 PDR1A/1 chassis followed by 50 AN68/1R models. A change of supplier in 1975 saw 30 Scania Metropolitans enter the fleet followed by 30 MCW Metrobuses in 1980/81. A final 15 Roe-bodied Atlantean AN68C/1Rs followed in 1982.

PAY AS YOU ENTER

Faced with increasing costs and heavy losses, Hull Corporation finally introduced one-man-operated double-deckers on Sunday 14 September 1969 despite concern from some of the Transport Committee they would be unable to cope with busy city services. They began operating on route 20 between Paragon Street and Cranbrook Avenue; initially with a conductor on hand to show passengers how to use the Autofare ticket machine.

Hull, under the guidance of General Manager Mr W.K. Haigh, who was deputy GM at Sunderland before taking over from George Pulfrey in 1965, took the lead in developing this 'no change' system which was widely copied in other parts of the country. His plan to revolutionise public transport was successful and by November 1972 Hull was the first urban

Above left: **PRH 255G** was transferred to the associated low-cost Citilink unit in 1990 and renumbered **C10** with which it is seen with the former Hull 341 operating as **C13 (NAT 341M)**. LES DURHAM

Above: **No 255** regained its original fleet number when Citilink ceased operation in 1992 and merged back into the main KHCT fleet. It is seen here in Citilink colours but with a white and blue front and 'Blue & Whites' fleetname. LES DURHAM

network to convert entirely to PAYE with the city achieving the fastest boarding speeds anywhere.

CITILINK

Citilink was set up by David Coster, a toy shop owner, in November 1987 to take advantage of deregulation opportunities in Hull. His bus business, together with four buses, was acquired by Kingston upon Hull City Transport Ltd in March 1989 and the fleetname retained as low-cost operation Citilink (Hull) Ltd. During the next three years the company operated 19 Atlanteans transferred from the main fleet that were renumbered and repainted into a three-tone green livery. A further ten Atlanteans later ran in plain white before Citilink was merged into the main fleet in September 1992.

Left to right and top to bottom: **Front panels and windscreen area undergoing restoration after acquisition from the Hull 245 Group.**

Front panel almost completed and getting ready to reinstall the distinctive flat front windscreen.

The Leyland O.680 engine undergoing refurbishment.

Autofare equipment being reinstalled.
All: LES DURHAM





No 255 emerges from its storage building rubbed down and ready for painting. The nearside destination indicator has been neatly reinstated. LES DURHAM

not all good news as they discovered the wheelarches and window channels on the perimeter of both saloons had suffered major corrosion due to water ingress.

All of these areas were rebuilt prior to refitting the side panels; the opportunity also being taken to reinstate the side destination screen aperture that had been previously removed. A suitable destination blind was also located and fitted.

The direction indicators on both sides were changed back to the original style as a flat square type was previously fitted to reduce reflections in the rear-view mirrors.

While Les worked on the exterior, his wife and Keith refurbished the interior including painting seat frames, floors and the cab area. A correct-pattern ticket machine and farebox have also been sourced and fitted to restore 255 to its original one-man-operated condition. The well-known Roe transfer was re-applied and various interior signs made and fitted.

Mechanically, the bus required a full brake rebuild with new brake drums and shoes fitted. The radiator was also rebuilt, and various oil leaks rectified. The alternator was refurbished, and new batteries fitted. Finally, following a full-service, No 255 successfully passed its MoT first time in 2014.

SHOW WINNER

After 255 received 'Best in Class' at the East Coast Run in 2014, Les and Keith decided to make the 500-mile round trip to that year's Showbus at Duxford. There the restoration team was rewarded with 'Best Leyland' at the show and returned home highly delighted their efforts to make their Atlantean as smart as possible were recognised.

HULL 255

No 255 (PRH 255G), a 1969 PDR1A/1, was one of the final deliveries with the distinctive Hull-specified variation of Roe's standard body. It seats 75 passengers – 44 in the upper saloon and 31 on the lower deck – and entered service during January 1969 in Hull's streamlined livery.

The Atlantean was one of the first Hull double-deckers to be equipped for one-man-operation later that year and, fitted with a high-speed differential from new, it also saw regular use on private hire duties, often going to Sheffield Ice Arena.

No 255 carried five different liveries during its service life including the simplified livery introduced in 1974 which was white with blue skirt, engine bustle, centre band, upper-deck window surrounds and roof. It was part of the fleet that passed to the council-owned Kingston upon Hull City Transport Ltd on 24 August 1986 as part of the Government edict for municipal bus operations to be separated from direct local authority control.

No 255 was transferred to Citilink in May 1990 and renumbered C10. It was

further renumbered 255 in September 1992 when Citilink operations ceased and received the 'Blue & Whites' fleetname which was adopted to encourage Hull citizens to use their local buses in preference to the competition.

Finally withdrawn from service in July 1993, 255 was acquired the following month by the Hull 245 Group for preservation. This group had bought similar 245 (PRH 245G) for preservation, hence the group title, but this was later scrapped around 2004. No 255 was initially extensively rallied in Citilink green livery but, when the Hull 245 Group disbanded in July 2008, it was taken on by two of its former members, Les Durham and Keith Thompson, who joined Hull Bus Restorers with which group the bus is kept.

RESTORATION

Les and Keith began by removing outer panels to assess the main frames and, to their pleasant surprise, they were not as bad as expected with only small areas needing slight attention. It was



Driver's cab with controls easily to hand. Note the highest fare that could be dispensed was 40p.

Upper deck looking forwards.

Lower deck looking towards the rear.

The smart platform and cab area surrounds co-owner Les Durham as he checks his mirrors. All: SIMON GILL

Les and Keith would like to thank Alistair, Phil and Sean of Hull Bus Restorers for all their help and encouragement during the restoration and Carl Ireland for his never-ending supply of spare parts. Our thanks to Les Durham for his help with this feature.

Below: **The offside looks equally as good in the streamlined livery. Note the traditional Roe transfer under the driver's window.**

Bottom left: **Rear of PRH 255G showing the three-part engine bustle of the PDR1A/I Atlantean. Note the absence of a rear destination indicator which was becoming the norm as one-man operation expanded across the UK.**

Bottom right: **Offside rear of No 255 shows how much the classic Hull streamlined livery disguises the box-like shape of these earlier Roe bodies. All: SIMON GILL**

HULL'S LEYLAND ATLANTEANS

Year	Fleetnumber (registration)	Chassis type	Bodywork
1960	342-346 (6342-6346 KH)	PDR1/I	Metro-Cammell H44/31F
1960/1	347-356 (2347-2356 AT)	PDR1/I	Roe H44/31F
1961/2	357-368 (9357-9368 AT)	PDR1/I	Roe H44/31F
1963	369-379 (3369-3379 RH)	PDR1/I	Roe H44/31F
1963	380-394 (7380-7394 RH)	PDR1/I	Roe H44/31F
1964	395-402 (BAT 395-402B)	PDR1/I	Roe H44/31F
1966	403-412 (FRH 403-412D)	PDR1/I	Roe H44/31F
1967	213-227 (JRH 413-427E)	PDR1/I	Roe H44/31F
1968	228-242 (NAT 228-242F)	PDR1/I	Roe H44/31F
1968/9	243-257 (PRH 243-257G)	PDR1A/I	Roe H44/31F
1969/70	258-277 (TKH 258-277H)	PDR1A/I	Roe H43/28D
1970	278-297 (WRH 278-297J)	PDR1A/I	Roe H43/28D
1971/2	298-317 (ARH 298-317K)	PDR1A/I	Roe H43/29F
1972	318-337 (DRH 318-337L)	AN68/IR	Roe H43/29F
1973/4	338-357 (NAT 338-357M)	AN68/IR	Roe H43/29F
1975	358-367 (GAT 197-206N)	AN68/IR	Roe H43/29F
1982	368-382 (WAG 368-382X)	AN68C/IR	Roe H43/31F



HULL'S ATLANTEANS

We examine some of the city's Atlantean fleet as photographed in 1988 and 1993.



Emerging from the Paragon Bus Station in summer 1988 is Kingston upon Hull City Transport (KHCT) No 247 (PRH 247G), a 1968 Roe-bodied Leyland Atlantean PDRIA/I, which was later operated by Bond Bros of Bishop Auckland. All pictures: DAVID JUKES



Seen alongside Hull Paragon Railway Station is identical No 249 (PRH 249G), also new in 1968. Behind is 1972-built Roe-bodied Leyland Atlantean AN68/IR No 336 (DRH 336L), later to be painted in an overall white livery as part of the Citilink-branded fleet.



Laying over on the open ground behind Paragon Bus Station is 1982 Roe-bodied Leyland Atlantean AN68C/IR No 371 (WAG 371X). KHCT was not Hull's only Atlantean operator as East Yorkshire Motor Services also built up a substantial fleet of the type, some of which are seen beyond 371.



KHCT Nos 464/468/462 (TKU 464/468/462K) were new to Bradford Corporation in 1971 and were acquired with five others from West Yorkshire PTE in 1986 to meet increased school duties. All are 1973 Alexander L-bodied Atlantean PDR2/Is, of which Nos 462/465/466 and 469 were acquired by Fylde and rebodied in 1993 with Northern Counties single-deck bodywork.

Top: The open ground behind Paragon Bus Station hosts former Bradford 466 (TKU 466K), a 1973 Alexander L-bodied Atlantean PDR2/I and new to Hull Corporation Nos 256 and 251 (PRH 256/251G), 1968 Roe-bodied Atlantean PDR1A/I.

Below: Moving onto summer 1993, KHCT No 367 (GAT 206N), a 1975 Roe-bodied Atlantean AN68/IR awaits departure from Hull Paragon Bus Station with a route 2 working to Boothferry Estate. Behind is plain white 1972-built sister No 336 (DRH 336L) bearing Blue & Whites branding in place of the Citilink name previously carried.

Below right: KHCT No 345 (NAT 345M), a 1973 Roe-bodied Atlantean AN68/IR, was one of ten Atlanteans painted white to work in the operator's Citilink subsidiary but later transferred back to the parent fleet, as seen here alongside KHCT's Central Bus Garage.



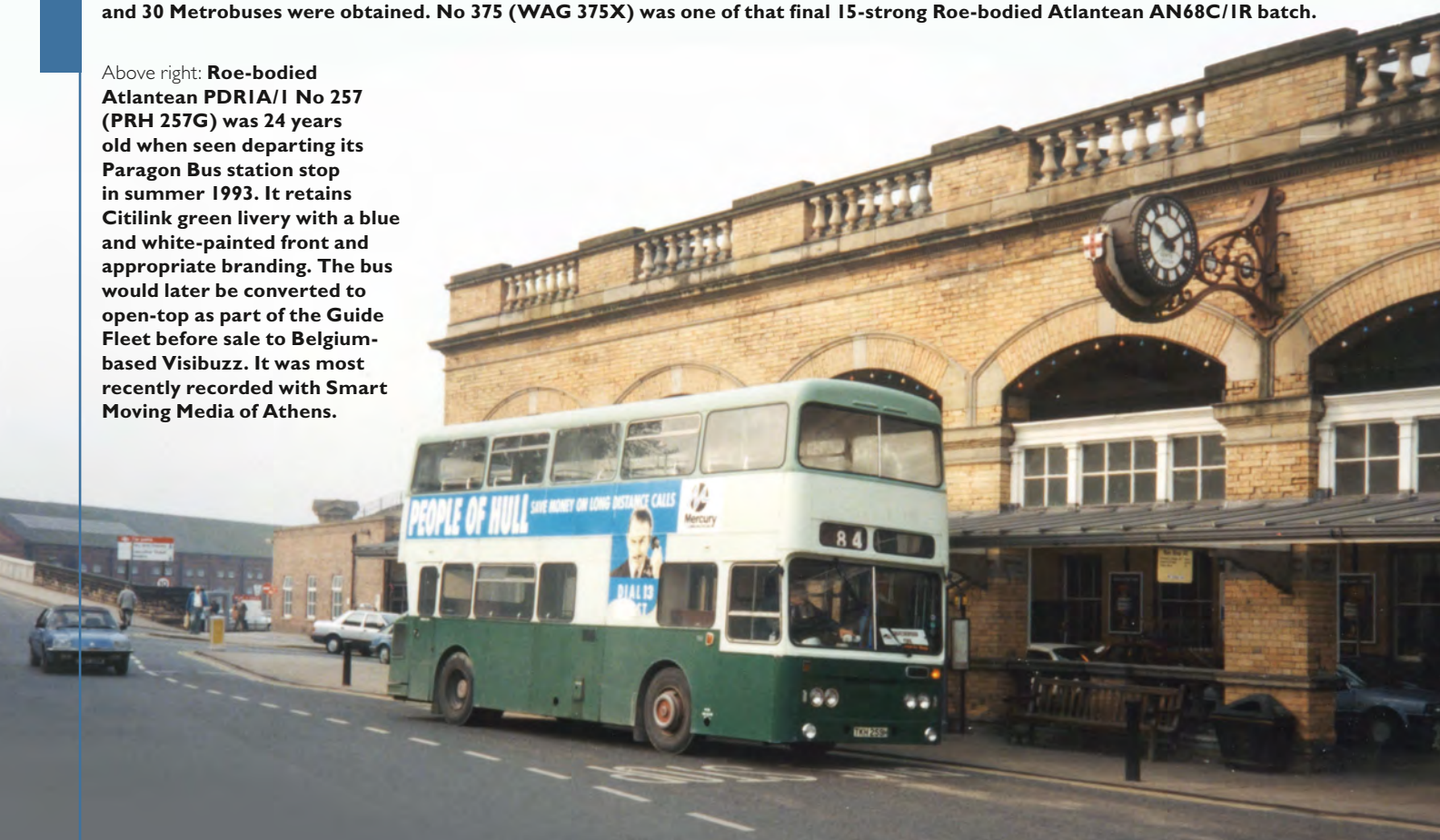
The initial 19 Atlanteans transferred to the Citilink fleet from parent KHCT carried a green-based livery. Cessation of Citilink operations saw the survivors transferred back to the KHCT parent fleet with its blue and white livery and branding applied to the front, as shown by No 310 (ARH 310K), a 1972 Roe-bodied Atlantean PDR1A/I, the last of its batch to remain in service.

1972 Roe-bodied AN68/IR No 336 (DRH 336L) has Blue & Whites and KHCT branding to replace the Citilink fleetnames previously carried on its all-over white livery.



Above: Hull's final batch of Leyland Atlanteans was delivered in 1982 after a seven-year gap during which 30 Scania Metropolitans and 30 Metrobuses were obtained. No 375 (WAG 375X) was one of that final 15-strong Roe-bodied Atlantean AN68C/IR batch.

Above right: Roe-bodied Atlantean PDR1A/I No 257 (PRH 257G) was 24 years old when seen departing its Paragon Bus station stop in summer 1993. It retains Citilink green livery with a blue and white-painted front and appropriate branding. The bus would later be converted to open-top as part of the Guide Fleet before sale to Belgium-based Visibuzz. It was most recently recorded with Smart Moving Media of Athens.



Above: Still in Yorkshire, albeit North rather than East, during the same 1993 summer is Citilink-liveried TKH 259H, a 1969 dual-door Roe-bodied Atlantean PDR1A/I. It is seen outside York railway station, probably shortly after its sale by KHCT to an unrecorded operator.

Left: The photographer's first sighting of a KHCT Atlantean was in Eltham, south-east London, in early-1988. No 374 (WAG 374X), a 1982 Roe-bodied AN68C/IR, was one of 12 similar buses hired by Boro'line of Maidstone to operate the first of its London Buses contracts pending the late-arrival of new Optare-bodied Leyland Olympians.

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DAVID JUKES presents this month's selection of older buses at home and abroad.



ISLE OF AXHOLME

The Doncaster Omnibus & Light Railway Society's 2017 Isle of Axholme Running Day & Rally was held at the Trolleybus Museum at Sandtoft on 15 October; the event including vintage bus rides across the Isle of Axholme. Leaving Epworth is the Sheffield Transport Group's former Sheffield Corporation No 1357 (657 BWB), a 1962 Leyland Atlantean PDRI/1 with 1968 Park Royal bodywork. Also assisting operations are visiting former City of Manchester 3706 (3706 VM), a 1964 Metro-Cammell-bodied Leyland Titan PD2/37 and the Felix Preservation Group's former Doncaster Transport No 55 (UDT 455F), a 1968 Roe-bodied Leyland Royal Tiger Cub.

Pictures: ANTHONY HICKS



VICTORIANA

Operating Gray Line-franchised sightseeing tours of Victoria, British Columbia (Canada) on 13 September 2017 are these open-top double-deckers of British origin. All are part of the Tillicum Stage Lines Ltd fleet and were acquired from Horizon Coach Lines in May 2013. D528 (KW-

2390), seen in Wharf Street, is a 1970 Leyland Atlantean PDRIA/I with 1986 Northern Counties body rebuilt to PO43/29C. It was new to Stockton Corporation as its H47 (SDC I47H), one of 15 dual-doored Northern Counties-bodied buses of which 12 were rebodied in the ownership of

successor Cleveland Transit. Its age was later disguised when re-registered SJI 9315, a mark retained when transferred by Cleveland Transit to the acquired Kingston-Upon-Hull City Transport operation and later sale to Filer's of Ilfracombe (hence the Woolacombe blind) before export.

Loading outside the Empress Hotel, the tour's starting point, are a pair of consecutively-numbered former Derby City Transport Roebodied Daimler Fleetlines of 1965 vintage – No 172 (KC 0467) and No 173 (LL 1131), originally HRC 172/173C respectively. Pictures: NIGEL APPLEFORD



SEEKING FAME

Waiting for the afternoon school run outside Matlock's centre for performing arts is Slacks of Matlock M642 RCP, a 1995 Van Hool Alizee-bodied DAF SB3000 delivered new to the operator. It is one of four in the fleet used mostly on schools and local private hire work. Picture: IAN MOORCROFT



CAPITAL SIGHTSEEING

Waiting to join Hyde Park Corner from Knightsbridge on 13 January 2018 is Tower Transit SRM3 (650 DYE), a 1963 AEC / Park Royal Routemaster new to London Transport as its RM1650. It was one of 25 painted silver to celebrate Her Majesty the Queen's silver jubilee in 1977 and carried the SRM3 identity before reverting to its original fleetnumber and standard red livery. The bus operated in Blackpool and Reading before reacquisition by London Buses for refurbishment by Marshall of Cambridge in 2000/01. It reverted to silver livery and SRM3 identity in 2004 for RM50, receiving Olympic rings and vertical white stripe in late-2011 (the rings were short-lived) before later transferring to Tower Transit with a substantial part of First Group's London bus operations. Seen in Knightsbridge the same day is Metroline's RML903 (WLT 903), a 1962 AEC / Park Royal Routemaster which was numerically the last of the first 24-strong build of 30ft length Routemasters. It is also one of two of the type to escape refurbishment while in London Buses ownership (the other is last-built RML2760) and, as a result, retains many original fittings. Far less original is Brigit's Afternoon Tea RM191



(VLT 191), a 1960 AEC / Park Royal Routemaster which operated for Strathtay Scottish and Reading Mainline from 1987 until reacquired by London Buses for Marshall of Cambridge refurbishment in 2000. It has operated Afternoon Tea Bus Tours since 2014, as seen here passing the Royal Albert Hall. The hop-on hop-off tours are operated by more modern low-floor vehicles. Rounding

the south-west corner of the Hyde Park Corner gyratory is City Tour London Y195 NLK, a Plaxton President-bodied Volvo B7TL new to Metroline in roofed form as its VPL175. Flying the flag at Palace Gate, Kensington, is The Original Tour DLP245 (TNZ 1245), a Plaxton President-bodied DAF DB250 new to Arriva North London as its DLP45 (Y533 UGC).
Pictures: DAVID JUKES

HAPPY *Anniversary* PART 2

NICK LARKIN continues his occasionally terrifying confessions of 30 years in bus preservation – with failures including the vehicle he spent a year trying to give away!

A loud but not overly-nostalgic sigh as we reach the giddy heights of the Spice Girls and Tony Blair-laden late-1990s when *Bus & Coach Preservation* was launched and there seemed to be an AEC Reliance still earning its keep around every corner.

The relentless parade of motley buses and coaches needing homes showed no signs of stopping, particularly after the massive blow of suddenly losing Norman Myers; a great friend, inspiration and wonderful character who was a Crossley fanatic and fellow bus saviour. At least his funeral took place to the sound of Leyland Atlanteans passing by.

Norman's collection of rare but challenged condition-wise double-deckers needed new homes quickly. It was a miracle all were sold, particularly 1947 all-Crossley DD42/3 GR 9007 which could not be moved without the building of a wooden supporting framework. Former Crossley engineer Tony Melia and his colleague John Jackson completed what is surely the most ambitious restoration ever carried out by private individuals and have more recently completed another of Norman's

beloved Crossleys, former Northampton VV 9145.

This was one of several Crossleys (and bits of the same) rescued by Norman from Joe Hunt's legendary scrapyards at Molesworth where some 20 significant buses and coaches languished since the early-1960s, some in a huge and scary wartime hangar.

GRATIS ARAB

Talking of wrecks, Geoff Lister, the legendary dealer and enthusiast, needed to pass on several preserved vehicles including Lancashire United Guy



Oh no, not another one... Larkin was actually genuinely delighted to receive Thamesdown Leyland Fleetline BMR 202V in 2008.
NICK LARKIN

Arab 875 DTB, which was gifted to a certain Mr N P Larkin.

A lovely gesture, but the nigh-unbearable joy of this machine was tempered by it being a windowless hulk. Deterioration was not halted by it being among several buses stored in a windswept Lancashire field known by many as 'Death Farm'.

I spent a year trying to find a new owner for this vehicle, and even though the price was nil, indeed gratis, there were no takers despite enquiries from as far away as Texas.

I wondered if the only answer was to tow the Arab to the Manchester Museum of Transport, knock loudly on the door and run away. Sadly 875 DTB is now in Guy Arab heaven after a use was found for its engine, but even this turned out to be kaput.

MORE SAD LOSSES

An even sadder scrapping came in 1998. Sixty years earlier, West Hartlepool Corporation took delivery of two single-deck Daimler COG5s with full-front Roe bodywork. Both passed to Trimdon Motor Services in 1955 where they were converted to half-cab layout.

EF 6725 survived at the premises of a crane hire firm, but no-one bought it for £100. I eventually managed to track down the right person, but it was too late.

Sad cases continue with Colchester Leyland Titan PD2 OVX 143D. It was proudly displayed on the cover of *Buses Extra* 60 (August-September 1989) crossing the Tyne Bridge as an immaculate OK Motor Services driver trainer.

Ten years later it was in a shocking condition, having been bought by a charity and later dumped on a Berkshire farm, where the scrapman was due in a couple of days. There was hope for the PD2 as a Lincolnshire gentleman with a large



barn wanted to set up an organisation for people who had been in low bridge bus accidents. He didn't quite see that barn doors could also be lower than expected so the bus languished outside, where an acquaintance of the keeper took such a

shine to the vehicle that it was obviously his to sell on eBay... One emergency tow later, the bus was in safe outdoor accommodation courtesy of John Thomas, and a new owner found who I think waited six years to collect it.

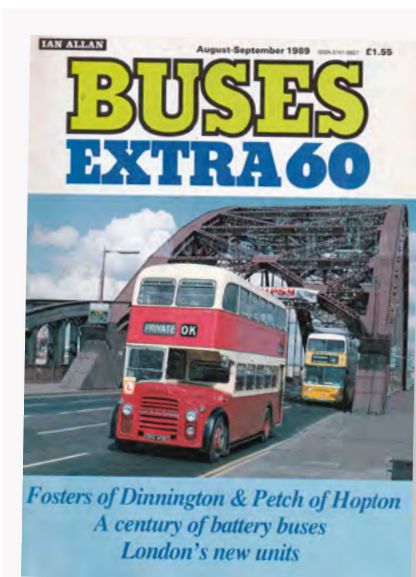
The late Norman Myers with the remains of a Crossley rescued from Hunts of Molesworth. Norman's death was a huge blow. NICK LARKIN

The 1947 Sunderland Crossley restored against all the odds by John Jackson and Tony Melia. NICK LARKIN

Nick spent a year unsuccessfully trying to find a home for Lancashire United Guy Arab 875 DTB. NICK LARKIN

No-one managed to save this 60-year-old West Hartlepool Daimler COG5. NICK LARKIN





LARKIN'S LESSONS LEARNED

- If someone voices extreme enthusiasm when viewing a vehicle for sale and promises payment within a couple of days, chances are you will never hear from them again.
- Time slips on by, and suddenly you've owned a vehicle for ten years. Try to keep in action mode whatever else is happening in your life.
- The biggest costs when owning a preserved vehicle are those spent in time and money keeping it on the road such as tyres and fuel. It is so tempting to just stick it in a shed...
- Decent quality and, most importantly, secure storage is essential. Be prepared to search and even beg. Somewhere relatively close to home is even better!
- Keep calm at running days and other events when people whose contribution to preservation involves buying the odd model or two feel the need to criticise or recoil with horror about riding on your vehicle because they have already sampled it.

MORE PURCHASES

Back to the early-2000s, and Kelsey Publishing, for which I toiled, sold *Bus & Coach Preservation* to Ian Allan, where it was merged with *Preserved Bus*. I have been honoured to remain a contributor ever since.

Meanwhile, strong Leyland Atlantean urges compelled me to acquire, with the help of Eddie Knorn, former London Country VPA 153S from First Leeds. I had to sign a statement promising the vehicle would not be used anywhere near a First Group operation – it was eventually rehoused with a collector but was later sadly scrapped.

A happier piece of news involved 1957 former Western Leyland Titan PD2/20 KAG 856 which luckily found a new owner after I persuaded the Barnsley breakers not to collect it. Bought to save the Titan from scrapping was EDC 406V, a former Cleveland Transit Plaxton-bodied Leyland Leopard, which was sold to Skelton Coaches.

Another major purchase was former Leicester Leyland Titan PD3 90 HBC which was in use with a Surrey school and featured in *B&CP*. Keeping in touch, I eventually purchased the bus when it finished its educational career and it is now happily back in its home city.

I then suffered a mad moment of philanthropy, acquiring three vehicles from David Crowther's defunct Classic Coaches of High Wycombe fleet at £500 each. Two were ex-Leicester Leyland Atlanteans: ECW-bodied PBC 98G, which later operated for OK before being bought by Peakbus of Chesterfield and fitted with a reconditioned engine – which would have worked better had someone put water in it – and PBC 113G, with Park Royal body, latterly operated with D Coaches in Swansea and now under restoration with the Leicester Transport Heritage Trust. The Darwen Transport Trust has the third vehicle, Ribble Bristol RE OCK 367K.

Talking of vehicular threesomes, Morley's of Whittlesey was an operator of legend in the Peterborough area, not least for its fleet, which included ex-London Transport Fleetlines and Titans. The buses didn't gleam but Morley's was full of character with a coal fire in the office, low fares, excellent service and no subsidy for Sunday running.

Attempts to find homes for arguably

its three star vehicles, former Western Scottish Seddon Pennine 7s NSJ 19/21R and RSD 978R, failed. There were no takers at the original asking, so a deal was reached for me to acquire all three for a reasonable sum, paid in monthly instalments. Two are preserved but NSJ 21R was past saving, although its registration lives on.

REPRIMANDED

I covered London's Routemaster farewells for several publications and even made appearances on local TV, one of which found me shouted at by an extremely high-ranking TfL representative. I was also reprimanded by Derby City Council after writing a piece for the local paper proclaiming they were 'Philistines' for planning to demolish the city's magnificent bus station. In 2006 they went ahead - what a travesty, and one of several failed attempts to save bus buildings.

BACK TO HARTLEPOOL

Hartlepool vehicles again came to the fore with the acquisition of what to many was the star of that operator's legendary Bristol RE fleet. GEF 191N was new with dual-purpose seating, later converted to full coach specification. After a spell with Northern Bus it passed into preservation, but it needed to be sold, and I understood members of the travelling community were interested.

But in 2008 came the final chance to preserve a post-1975 Hartlepool bus. Everything else, including the Nationals and Dominators, had been scrapped but Dennis Falcon B31 PAJ remained with a Cheshire dealer after a spell as a Darlington-based playbus. A short stay of execution was granted during which I made frantic efforts to find a buyer. Unfortunately, my phone must have been broken as I received not quite one response. But the dealer agreed he would put an MoT and new drivebelts on the bus for the original asking price, a promise made just as an unexpected dividend on my Stagecoach shares arrived!

While filling the Falcon's tank on the journey from Cheshire, I genuinely did wonder if I might be insane. I took the Falcon as retrieved to Showbus and put a large notice on the front of the vehicle explaining the situation and asking for comments. Most were favourable, but there were some nasties online,



one individual proclaiming B31 PAJ was 'an insult to preservation'. 'Yeah, result!' I thought. I obtained a full set of Hartlepool seats from scrapped YDC 24Y, so Hartlepool 31 is, thanks to major efforts by others, a bus again.

FINAL BUYS

We have but one more purchase to report. I kept in touch with Thamesdown Transport since a 1987 interview as an *Evening Advertiser* cub reporter. Five minutes later we were discussing the joys of Daimler Fleetlines, of which Thamesdown had an amazing fleet at the time. Its management were eager to find homes for some of them, particularly the indigenous ECW-bodied examples, when the last one went in February 2008.

BMR 202V is retained as a large yellow goodwill-spreading machine, attending events and raising money for useful causes, although it is currently asleep. Not a bus has entered my fleet for the past ten years, but I have tried to help others.

The loss of an extremely affordable barn

in Norfolk meant a unique vehicle could finally be extracted. The sudden demise of David Seddon's Peakbus fleet found me the horrified owner of 1968 Llandudno Dennis Pax FJC 736F, possessor of the world's worst gearbox and known as the 'Prison Bus' owing to its extreme austerity. The skills of mechanic extraordinaire Eric Graveling enabled a MoT, and it even attended a Chesterfield running day. It is now in original livery with a new owner.

HINDSIGHT AND CONCLUSIONS

So, would I have done it all again, or just bought a fleet of Routemasters as an investment? Yes and no. My bank account would be larger had I gone for property development instead.

I should have been more mindful of costs, especially as I still lack the string of hit records or top selling novels that seemed a certainty in 1990. I also managed relationships and even non-bus related activities.

Certain vehicles were mistakes. I would have liked a nice Plaxton-bodied Leyland

Leopard coach, an East Lancs-bodied Leyland Atlantean (especially Hyndburn) or a Greater Manchester Atlantean. No more now though.

I should have kicked myself into action and been tougher with certain souls. A certain group came to see a joyful Lancaster Leyland Leopard I had saved, loved the bus and wanted it. Two days later I received a letter wondering if I might donate the vehicle to the group...

I am first to admit my bus restoration record is not great, where I have been able to spend weekends working on buses. And, although happy to muck in, I could never achieve anything like the incredible restorations of many I have interviewed. I have never competed with another genuine preservationist to buy a vehicle and always passed something on if I felt that it would be better off elsewhere.

One of the most joyful survivors on earth, Middlesbrough Northern Counties-bodied Guy Arab EXG 892, which I promised Norman Myers would one day be restored, has gone to a loving home.

Opposite page: **From magazine cover star to neglect in little more than a decade: Colchester Leyland PD2 OVX 143D.** NICK LARKIN

This page, top left: **This former Leicester Leyland PD3 was used by a Surrey school.** NICK LARKIN

Top right: **Leicester Leyland Atlantean PBC 98G was saved by Nick and donated to a new owner.** NICK LARKIN

Right: **This trio of Morley's Seddon Pennines was saved. Two survive in preservation.** NICK LARKIN





Top left: **GEF191N** was the only Hartlepool Bristol RE to be used by another operator. NICK LARKIN

Top right: **Hartlepool Dennis Falcon B31 PAJ** had its fans at Showbus 2008 – but not everyone loved it! NICK LARKIN

Above left: **Surely one of the most joyful preserved vehicles, the sole surviving Middlesbrough Guy Arab** is seen at a 1970s Trans Pennine run, and hopefully today has a secure future. 500 GROUP

Above right: **This Derby Daimler CVD6** was once co-owned by Nick. It is seen here at the now demolished bus station in the city. NICK LARKIN

I am some years away from my bus pass and in 'doing' mode (I promise to make a start on that Hartlepool Transport book!) to hopefully have a vehicle on the road for Whittlesey Busfest 2018. Watch this space!

THE CHANGES

How has preservation really changed over the past 30 years? Communications have improved so much, with *B&CP* and other magazines plus e-mail, which means vehicle news can be sent instantly rather

than spending evenings stuffing bits of paper into envelopes. The internet is obviously a mine of information, not all of it perfect.

There have been cases of restorations carried out professionally for, shall we say, enthusiasts with deeper pockets. Great stuff, but the restored vehicles are often worth an amount well outside the average preservationist's scope and can end up abroad. This is not always a terrible thing but worrying when it involves rare vehicles such as 1947 Daimler CVD6 ACH 627, currently languishing somewhere in Portugal owing to problems with its Daimler engine.

Just about every transport museum seems to have now got its act together.

Maybe it is the passing of time, but some things seem less fun nowadays – no longer can you ride on ancient vehicles in normal service and so many operators have been lost. Scrapyard treasure troves are no more, and we have lost so many legendary preservationists such as Tony Peart and the wonderful Colin Shears.

There are problems recruiting young people to the preservation movement, though there are exceptions.

Storage and what to do with vehicles when their long-term owners can no longer look after them also remains a problem. Far different vehicles are also entering preservation than those of 30 years ago, but we need to encourage their owners.

THANKS

This article is as much a list of follies as achievements, but I would like to thank everyone who has given support and encouragement or generally put up with me. I am reluctant to name individuals in case I accidentally miss anyone out, but they include, in alphabetical order, John Arnold, *B&CP* (everyone at), Eastern Bus Enthusiasts, Andrew Fowler, Eric Graveling, Dave Henderson, Mark Judd, Eddie Knorn, Mike Nash, Peter Simpson and Roger Stagg.



Any thoughts, contributions or reprimands? Please contact Nick directly via e-mail at: nicklarkin721@btinternet.com

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Birmingham's BUS BASH

MICHAEL BEVAN
*presents some of the
vehicles displayed at
Cannon Hill Park on
10 September 2017.*

The National Express West Midlands (NXWM)-sponsored Birmingham Big Bash, organised by NXWM employees Andy Walcott, Andy Collett and Peter

Turland, attracted some 44 vehicles and around 2000 visitors to Cannon Hill Park. NXWM displayed 18 buses representing each of the current types in its fleet while

other local operators, including Arriva Midlands, Central Buses, VIP Travel, Diamond and Prospect Coaches, were also represented.

Several preserved vehicles that once operated in and around Birmingham, or further afield, were also present, both privately-owned and from the Wythall Transport Museum's collection.

Birmingham 'Standard' No 3225 (MOF 225), a 1954 Crossley-bodied Daimler CVG6, is retained by NXWM as a special events vehicle for promotional work.

Birmingham City Transport acquired 18 dual-door Metro-Cammell-bodied AEC Swifts in 1967; 12 were 10 metre length MP2R models and the remainder 11 metre length 2P2Rs. Preserved 3663 (KOX 663F) was numerically the first of the former and has featured in B&CP.

All pictures: MICHAEL BEVAN





BCT-successor West Midlands PTE standardised on the locally-built MCW Metrobus for its double-deck bus deliveries between the late-1970s and 1989. Mark IIs 2462 (NOA 462X) and 2912 (D912 NDA) are parked either side of Mk I 6835 (WDA 835T).



Built in Birmingham at MCW's Washwood Heath plant is this MCW Metroliner 400GT, just three of which were built. Last-built and now-preserved MMN 400G is based on the Isle of Man but was new to Yorkshire Traction for National Express operations as its No 99 (E99 AAK) in 1988.



Former Travel West Midlands No 3053 (F53 XOF), a 1989 MCW Metrobus Mk II, carries the final livery variant worn by these buses before withdrawal.



There are few articulated Mercedes Benz Citaro O530Gs remaining in service with their original owners. Travel West Midlands acquired ten for its Coventry operations in 2003, including 6020 (BJ03 ETK), of which a handful currently remain in service.



Birmingham Big Bash 2017. Brought to you by...



PRESERVING THE PAST...

...with the future in mind. The British Trolleybus Society is one of this country's leading trolleybus preservation groups as DAVID JUKES discovers.

The British Trolleybus Society (BTS) can trace its origin to the April 1961 formation of the Reading Transport Society (RTS). The late Mike Dare, a Reading-based school teacher, wished to preserve one of Reading Corporation's 1939-vintage AEC trolleybuses which were then due for withdrawal. He and 13 other like-minded enthusiasts acquired No 113 (ARD 676) in September 1961 as the first trolleybus to be preserved in private ownership and now widely regarded as the vehicle which started the trolleybus preservation movement. It was kept outside the Smith's Coaches depot in southern Reading for the next decade.

No 113 was joined by other trolleybuses – and a single motorbus – as the RTS collection grew. South Shields Karrier E4 No 204 (CU 3593) was gifted by the town's Transport Committee after its February 1963 withdrawal with Bournemouth Sunbeam MS2 No 212 (originally No 99) following that September.

To this trio was added Reading No 47 (RD 7127), a 1935 AEC Regent motorbus which was donated in 1963 after staff transport use in West Sussex, and Cardiff AEC 664T No 203 (CKG 193), which arrived the following year after a short stay

at Chadwell Heath. Glasgow TB78 was acquired after the closure of Glasgow's trolleybus system and kept at the former Methodist chapel in Belton purchased by Mike Dare.

NEW NAME AND NEW HOME

Further trolleybuses followed (see table on page 38) but these were destined for a new site near the Belton chapel in what is now North Lincolnshire where they would be joined by the earlier trolleybus acquisitions and donations.

'We expanded rapidly beyond Reading,' explains present BTS Chairman Dave Chick. 'Our fleet grew rapidly as we worked as a Society towards establishing a site to build and establish an operational trolleybus museum.'

'We were unable to afford anything in the Reading area,' he continues, 'but Mike Dare found an old RAF airfield at Sandtoft, four acres of which were purchased in 1969 for what is now known as The Trolleybus Museum at Sandtoft.'

The RTS was not large enough to establish the Museum alone, leading to three other transport enthusiast groups sharing the load (Doncaster Omnibus & Light Railway Society, West Riding Transport Society and Notts & Derby Transport Society), as previously recounted within these pages. The RTS became the BTS in 1971 to more accurately reflect what it had become; its preserved fleet and thriving membership representing many parts of the UK. The BTS has since continued to contribute towards the Trolleybus Museum at Sandtoft's management and operation.

BURNTWOOD

The BTS recently acquired – with assistance from the Museum's Board – 'Burntwood', a four-bedroom bungalow set in a one-acre plot on the Museum's western boundary, as a first phase of ensuring the BTS trolleybuses are securely kept in their own depot.

'The BTS will work with Sandtoft Transport Centre Ltd (STC) to develop a strategic plan for 'Burntwood' and the Museum site that meets the Society's and

Active members of the BTS fleet are South Shields 204 and Huddersfield 631. The former, now the sole-surviving Karrier E4, moved to Sandtoft in 1970 and was restored by a Brian Maguire-led team in 2001-05. The latter was the first of ten that were Huddersfield's last new trolleybuses and the final three-axle trolleybuses built for UK service. DAVID JUKES

This page, top: **Bournemouth 99** has twin staircases, a rear open platform and forward exit doors, and was renumbered 212 in 1958. Re-cabling was carried out at Transperience in 1996 and a replacement traction motor fitted in 1998. It entered Sandtoft service in 2003 but has been unused since 2007 pending further work.

Upper: **Reading 113** was specially designed to fit beneath the restricted-height Oxford Road and Caversham Road railway bridges while retaining conventional seating on both decks. It was restored in the late-1990s and currently awaits remedial attention. Behind is **Manchester 1344**, acquired by the Manchester Trolleybus Preservation Society in 1965. It was the final trolleybus to operate in Manchester before relocation to the former Belton chapel in 1967 when MTPS successor Northern Trolleybus Society merged with the RTS.

Lower left: **The BTS** is building up a restoration fund for its ex-Mexborough & Swinton 34, a 1927 all-Garrett 'O' that spent many years as a hay store.

Lower right: **Manchester 1344** was repainted and reupholstered by Thamesdown Transport during 2010. It has remained active at Sandtoft since its May 2011 recommissioning.

Bottom: **Cardiff 203** is the survivor of its ten-strong batch that were the only trolleybuses bodied by Northern Counties and the final AEC trolleybuses built. It was sold by the RTS to the London Trolleybus Preservation Society in 1967. No 203 was acquired by the BTS in 1981 before sale to BTS member David Gledhill. The substantially-restored vehicle was re-acquired by the BTS in 1993 with restoration completed at Sandtoft by mid-1994, although set aside until 2010 owing to serious motor problems. Earth leakage issues prevent present service use. All: DAVID JUKES

Museum's specific needs,' Dave explains. 'We want the development to provide the best visitor experience while enabling our intent to build a BTS depot and cease paying ongoing storage costs as a result.'

'Both organisations have extensive archives to properly store and be more readily accessible for research purposes. We have lots of ideas and a joint working party will prioritise these.'

The Society's purchase was primarily enabled through it being the main beneficiary of the late Beryl Dare's will; Beryl was the widow of the late Mike Dare and a BTS Custodian Trustee. To this was added a very generous six-figure donation from an anonymous BTS member and the accumulated donations of others into the Museum's major development fund.





Main picture: **Walsall 872 (XDH 72)** was the town's final new trolleybus. It was purchased by the RTS in late-1970 and regularly operated during Sandtoft's early years before being set aside owing to mechanical issues. It was externally restored by Thamesdown Transport in 2011 and received a mechanical overhaul at Sandtoft in 2013, but hydraulic brake problems prevented service use until May 2017. DAVID JUKES

Right: **Walsall 872** was relocated to Aston Manor Transport Museum in 1993 where Messrs Pearce, Page and Preston restored its interior, including its upper-deck as seen here. The seating was reupholstered by Thamesdown Transport in 2011. DAVID JUKES





The BTS is most grateful to its Vice Chairman Martin Harvey who led negotiations for the 'Burntwood' purchase and an earlier abortive land purchase project. It has also recruited John Stainforth to play a leading role in turning the Society's aspirations for Burntwood into reality.

ONGOING PROJECTS

The current Sandtoft-based exhibition features the UK's pre-First World War trolleybus developments; the three different current collection methods of the time (Schiemann, Cedes-Stoll and Lloyd-Kohler – the first was to become standard throughout the world), the pioneering manufacturers and operators. Helping to illustrate these are several splendid 1:43 scale static models built by Ken Allbon.

The Cedes-Stoll system is at the heart of an ongoing project which Dave is managing for the Museum: 'I went to eské Velenice in the Czech Republic for the launch of a replica Mercedes-électric-Stoll trolleybus, albeit powered by batteries with a dummy overhead,' he explains. 'I met its builder and he offered to construct another for Sandtoft to be operated as a trolleybus.'

'It is something I have long wanted as a project and gained Museum Board support. A contract has been signed and work has started on the replica trolleybus for a March 2019 completion date.'

'Initially it will operate on battery power, but we will build a dedicated line and roadway at Sandtoft to enable its operation. The Museum will then be the only place in the world with something other than the standard Schiemann under-running system in use – Vienna's was the last Cedes-Stoll trolleybus system which closed in 1938.'

The BTS has two major vehicle projects of its own. Mexborough & Swinton No 34 is a 1927 all-Garrett 'O' which was withdrawn in 1945 and spent the next 30 years as a farm's hay store. It was rescued by the BTS and moved to Sandtoft where it has since remained in secure undercover accommodation.

'We are building up a restoration fund which is sufficient to start work but nowhere near enough for completion,' states Dave. 'We enjoy excellent relations with the Ipswich Transport Museum and the Long Shop Museum in Leiston – where the Garrett was built – and have all



the necessary original drawings thanks to David Bowler's research.

'What we need is a Project Manager who can move things forward,' he considers. 'We have a carpenter lined up but really need to properly plan how to do the work first.'

'We are considering a suggestion made by Mark Smith of the Ipswich Transport Museum to set up a Garratt workshop at Sandtoft with space for visitors to view progress and possibly also housing an

Ipswich Garrett from which we can copy any parts missing from 34.'

The other project is Aachen No 22, a 1956 1½ deck Ludewig-bodied Henschel 562E which is the only overseas vehicle in the BTS collection. It was the sole operational 1½ deck trolleybus (of just 12 built) at the time of its 1972 withdrawal; its preservation at Sandtoft followed discussions that year between Dave and the late Gert Aberson.

'We have built up a substantial restoration fund,' says Dave, 'but not enough to complete the necessary work. We are considering having the work carried out in the Czech Republic where there are people available with the relevant skills. A Czech restoration expert has offered to manage the project on our behalf should No 22 be sent there, which is presently looking quite likely.'

The movement of No 22 to eastern Europe may form part of other Czech-



Top left: **London Transport 1812** was withdrawn in 1961, exported to the Spanish Santander-Astillero fleet (as its No 8) and converted to left-hand running. It was acquired by the BTS upon the system's 1977 closure and moved to Sandtoft where it was restored to LT condition in 1999-2001. It is on loan to the London Bus Museum at Brooklands until 2021. DAVID JUKES

Top right: **Walsall 342** was lengthened from 27ft to 30ft within Walsall's workshops in 1960-65 using Bristol Lodekka motorbus parts. It was withdrawn by Walsall's successor West Midlands PTE upon the system's October 1970 closure, acquired by the RTS and moved to Sandtoft. No 342 operated during the Museum's early years but now requires body and mechanical attention. DAVID JUKES

Centre: **Aachen 22** is the sole overseas trolleybus in the BTS collection and awaits restoration, possibly in the Czech Republic. DAVID JUKES

Bottom: **Glasgow TB78** was built at Associated Commercial Vehicles' Crossley plant in 1958, its base for double-deck BUT trolleybus chassis production at that time. It was the only example to carry three different liveries during Glasgow service and is a regular runner at Sandtoft. TB78 is also the sole-surviving double-deck Glasgow trolleybus. DAVID JUKES



centred trolleybus moves to minimise costs. The Trolleybus Museum at Sandtoft has long sought to preserve a Skoda 9 Tr from the Ukraine – the 9 Tr is the second-most numerous type of trolleybus produced of which very few remain in service. Newer second-hand 14 Tr and 15 Tr Skodas are being exported from the Czech Republic to the Ukraine, possibly enabling a 9 Tr to move in the opposite direction on a returning low-loader and it could then be collected by the same vehicle used to take Aachen No 22 from the UK. This seemingly complicated itinerary is being investigated further while the Museum seeks donations towards a 9 Tr purchase.

TROLLEYBOOKS

The BTS has an equal share with the National Trolleybus Association in 'Trolleybooks', publishers of a wide range of trolleybus-themed publications over many years. Its most recent book 'Lombard-Gerin & Inventing the Trolleybus' by Ashley Bruce examines the earliest trolleybus history in the English language for the first time.

Further books are anticipated, one of which will be a revised and expanded edition of Dave Hall's original history of Reading's trolleybuses which is long out of

'William' is a horse-drawn tower wagon supplied by contractor Robert W Blackwell & Co of London to assist conversion of Reading's tramway system from horse to electric traction. The Corporation's full legal lettering was applied but by 1967, when donated by Reading Corporation to the BTS, the only visible word was 'William', hence the tower wagon's name. Much restoration was carried out by the Bilbé family before relocation to Sandtoft where it awaits further work. DAVID JUKES

print. The new edition will include more details about the operations, management and day to day workings with publication expected to coincide with this year's 50th anniversary of Reading's last trolleybus.

The BTS is organising commemorative events to mark the occasion. The August bank holiday weekend will see the Trolleybus Museum at Sandtoft host Reading-themed running days at which it is hoped to operate all six surviving Reading trolleybuses (Nos 113, 144, 174, 181 and 193 plus Teesside No 11, which was originally Reading No 186) alongside a selection of the town's preserved motorbuses.

Discussions are ongoing with Reading Museums for the BTS to mount a suitable display in the town's museum and possibly display a trolleybus as part of a commemorative event on home soil; Dave



Hall is project managing these events on the Society's behalf.

MEMBERSHIP

The BTS enjoys a membership numbering around 300, the majority in the UK with the remainder spread globally. The Society offers a discounted online-only membership, such members download their issues of the BTS monthly journal 'Trolleybus' – edited by Dave for over 37 years now – instead of receiving a printed copy through the post. This is invaluable for most overseas members and enables



Huddersfield 631 was acquired by the Huddersfield Trolleybus Preservation Society upon the system's July 1968 closure. It toured Reading and Bournemouth in late-1968 before moving to Sandtoft, later passing to the BTS after the demise of HTPS successor West Yorkshire Transport Circle. It was repainted and reupholstered by Thamesdown Transport in 2013/14. Behind is Manchester 1344 which moved to Lancashire for restoration by Messrs Ashton and Henton in 1975, with a working return at the Black Country Museum in 2004. DAVID JUKES

THE BRITISH TROLLEYBUS SOCIETY'S PRESERVED FLEET

Operator	Fleet No (reg)	New	Chassis	Bodywork
Mexborough & Swinton	34 (VW 4688)	1927	Garrett 'O'	Garrett
Bournemouth Corporation	99 (ALJ 973)	1935	Sunbeam MS2	Park Royal
South Shields Corporation	204 (CU 3593)	1937	Karrier E4	Weymann
Reading Corporation	113 (ARD 676)	1938	AEC 661T	Park Royal
Cardiff Corporation	203 (CKG 193)	1942	AEC 664T	Northern Counties
London Transport	1812 (HYM 812)	1948	BUT 9641T	Metro-Cammell
Walsall Corporation	342 (NDH 959)	1951	Sunbeam F4	Brush
Manchester Corporation	1344 (ONE 744)	1955	BUT 9612T	Burlingham
Walsall Corporation	872 (XDH 72)	1956	Sunbeam F4A	Willowbrook
Aachen	22 (AC-L 379)	1956	Henschel 562E	Ludewig
Glasgow Corporation	TB78 (FYS 839)	1958	BUT 9613T	Crossley
Huddersfield Corporation	631 (PVH 931)	1959	Sunbeam S7A	East Lancs
Bournemouth Corporation	301 (301 LJ)	1962	Sunbeam MF2B	Weymann
Reading Corporation	47 (RD 7127)	1935	AEC Regent	Park Royal
Reading Corporation	'William'	1902	Blackwell & Co horse-drawn tower wagon	

Below left: **Reading 47** was extensively rebuilt during 1950. It remained in service until 1956 before serving **West Sussex-based Chesswood Mushrooms** as staff transport between 1957 and 1963. No 47 was donated to the RTS on withdrawal, has since been restored to **Reading Corporation** condition and is kept near Reading. DAVID JUKES

Bottom left: **Bournemouth 301** was the last new trolleybus to enter UK public service in October 1962 and was sold to the **Bournemouth Passenger Transport Association** upon the system's April 1969 closure. It is seen on the **Christchurch turntable** during a RTS tour on 29 December 1968 and was acquired by successor **BTS** for a nominal sum in June 2016. No 301 awaits transfer from Reading to Sandtoft when space is available. It is considered sound although has not run for some time. MARTIN HARVEY

the BTS to instead divert postage costs towards its preservation projects.

The magazine keeps members up to date with modern trolleybus developments around the world as well as news of museums and trolleybus preservation. The Society also publishes monthly magazines 'Bus Fare' and 'Wheels' which chronicle local bus operator developments in the Thames Valley and West Yorkshire areas respectively.

Like so many transport enthusiast

groups, the BTS membership is an aging one although there are younger members within its ranks: 'We have noticed a trend of children visiting Sandtoft,' states Dave. 'Many of them are quite knowledgeable and we are hoping the knock-on effect will benefit the BTS – the opportunity is certainly there.'

The BTS successfully plays a key role in the Trolleybus Museum at Sandtoft, an accredited museum held in high regard by enthusiasts (many overseas visitors

build their UK holidays around it) and local educational establishments, and one that houses the world's largest collection of preserved trolleybuses. Long may it continue to do so.

For details about the British Trolleybus Society, visit www.britishtrolley.org.uk or write to The Membership Secretary, British Trolleybus Society, 2 Josephine Court, Reading RG30 2DG enclosing a large letter SAE. Our thanks to Dave Chick for his kind assistance.



Above: The compact build of Reading 113 is most apparent, as are the exquisite period advertisements carried. DAVID JUKES

Grubs Up!

Both coaches and saloons were frequently converted into shops and catering vehicles. Here we travel to Wales and to Scotland to find this pair of relics giving sterling service in their later years.

AFTER THEY WERE FAMOUS



At the time of this April 1977 view in Cymner, near Bridgend, Bedford-Beadle HOD 64, new as Western National 2013 in 1948, was in use as a mobile shop with a Mr Lock of Cymner. Since withdrawal by Western National in 1958, this bus had spent 10 years in use as a PSV in South Wales with a number of operators. It began its career as a mobile shop around 1970 and was sold for preservation in 1982, passing to Crumlin Auto Salvage in 1983, where it was presumably scrapped. The Beadle-Bedfords, built only in small numbers, differed from the heavier semi-chassisless Beadle-Leylands in being integral vehicles using new Bedford OB components.

Duple Vista-bodied Bedford OB ONU 972 had been new to Webster, Hognaston, but spent its declining years in Scotland in the company of former SMT OB SB 6785 as one of a pair of mobile fish & chip shops operating for Scotts Fish & Chips out of Saltcoats. ONU 972 is seen here at Ardrossan in April 1983.



IF IT'S BROKEN...

YOU CAN FIX IT!

THE HEART OF YOUR VEHICLE

Please refer to the engine article in the December 2017 *B&CP* to help get you started.

STOPPING DISTANCE

A vitally important part of your vehicle's mechanics is the braking system. You must check your brakes work before setting off on any journey to avoid ending up in a dangerous situation.

You can check the brake adjustment on each wheel. Check the linings' thickness – a lot of pedal travel means you could be losing effort to the drum. If your vehicle has a mechanical handbrake lever, check it has little travel to pull it on. An air handbrake should hold a bus stationary when put in gear. And when you start to move a vehicle, does it stop okay with the foot brake?

Further investigation is required if you find things are not working to a very good standard. It could be several things causing a problem, but I commonly find worn brake adjusters or glazed-over brake linings (when the brakes get hot and no longer have good friction on them).

Have a look at how much air pressure or vacuum is showing on the gauges, usually found in the cab. If you have a stop flag or warning lights fitted to your vehicle, make sure these are working correctly. Some buses and coaches use air, air over hydraulic, vacuum or vacuum hydraulic braking systems.

I could talk you through every diagnostic, but this article would turn into an epic. Be safe rather than sorry, so if you are unsure about anything when checking the braking system, or any part of your vehicle's mechanics, do consult an experienced professional.

GOING IN THE RIGHT DIRECTION

Here are a few things to think about when checking your steering: ensure the ball joints have good lubrication; check front tyre wear as this could indicate the tracking is out of alignment; and check if there is a lot of side-to-side play on the

ASHLEY BLACKMAN shares his knowledge of those essential mechanical basics.

There are a few helpful basics of bus and coach mechanics that you need to check when starting your restoration project, especially if you enjoy getting oil and grease on your hands. For those of you who would rather not invest in a tub of Swarfega, I advise who should be on speed dial.

Most importantly you will want to make sure that the mechanics are all working correctly and are intact when restoring your pride and joy, especially when a vehicle is new to your ownership and you are not aware of the 'doctor's records'. I advise checking over the mechanics early in the restoration to ensure your vehicle is mobile throughout the project. You might want to have it checked over by a professional; they can tell you what needs replacing or overhauling, or you may already be sufficiently experienced and

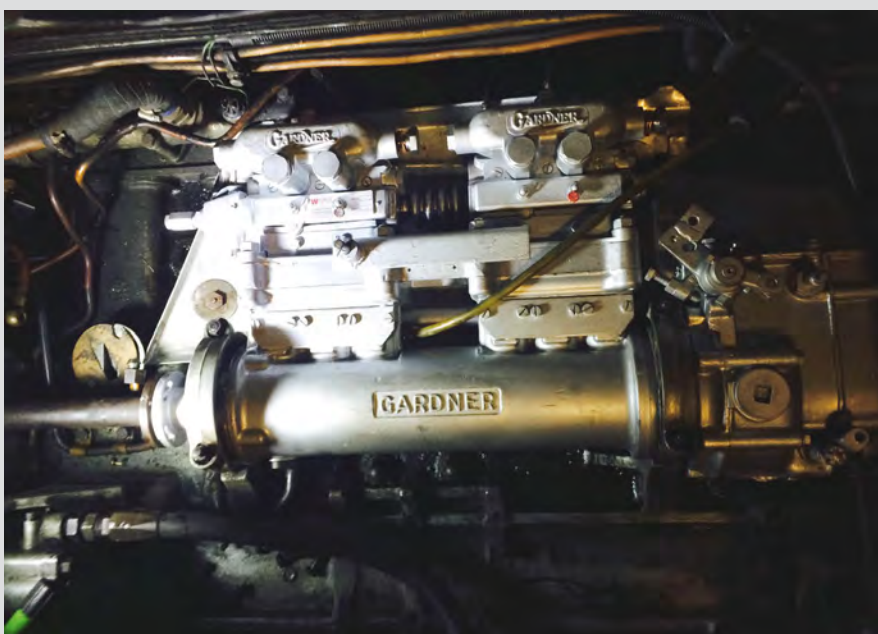
know what you are looking for.

You will be aware of any health problems your vehicle can sometimes encounter if you have owned it for a while. Something not working correctly can often cause frustration and stress.

What will it take to get fixed? Will I be able to find the right parts? Will it cost the earth? How long will my vehicle be off the road? But it was supposed to be going to a rally next weekend!

Without warning any vehicle can stop us in our tracks at any time. Literally. But in my experience, everything is almost always fixable, you just need the know how, patience and skills, or a good mechanic and parts supplier on hand to help.

Always please ensure you are working sensibly and safely and with the right equipment as we cannot be held responsible for any accidents should you follow my advice. If you lack confidence or are unsure, then please call a professional to help.



Gardner fuel pump overhauled by Walsh Engineering fitted to a 6HLXB engine.
ASHLEY BLACKMAN

steering wheel – a lot of play may mean worn steering.

Your vehicle's steering will usually consist of a track rod and a drag link coupled to a sector shaft or drop arm to the steering box. Alternatively, it may have assisted or full power steering. There are many joints that will wear if not greased regularly; the frequency of greasing will depend on how often the bus is used.

Get someone else in the cab to rock the steering wheel to check the ball joints, not too gently though as you need to see everything moving underneath. If you are looking at sealed ball joints on, for example, a Leyland Olympian or Dennis Dart then there is usually less play, up to 2mm lateral or side-to-side movement is ok – up and down play less movement is unacceptable. For older joints which are spring loaded and adjustable, more movement is acceptable, and they can also be removed, stripped down and adjusted. Keep them regularly greased and you should have no problems.

AIR, HYDRAULICS AND VACUUM

I touched on these in the engine article but will go into more detail here. Depending on its age, your vehicle will rely on air, hydraulics or a vacuum system to work its brakes, suspension and sometimes doors. Making sure the system works correctly is key to a reliable vehicle.

An air gauge should build up quite quickly with your vehicle running; several issues may cause it to struggle. It could be something as simple as a blocked pipe to the gauge – follow the pipe down the line to see where you get air pressure.

It could be a worn compressor. A compressor charges air into the vehicles storage tanks ready for use; your vehicle will run out of air before it has had chance to re-charge more if it does not compress fast enough. This will need an overhaul. The compressor is mounted on the engine or chassis and be driven by belts or gears.

There also points where leaks can develop, especially if the vehicle has been laid up for many years. Rust can develop in the tanks, especially when there is moisture in the system. Check your air tanks and pipes for leaks. Steel pipes will rust, and plastic pipes will go brittle then snap or blow.

With the air pressure built up to capacity, check for leaks when you



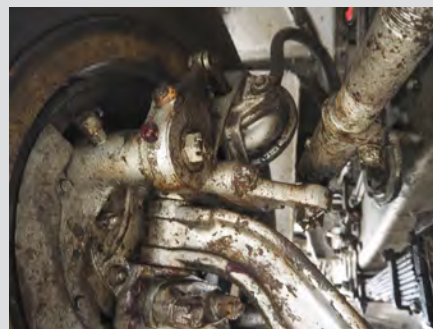
Above: **A Bristol VRT rear axle is stripped down ready for new brake linings; the wheel hub is on the left and brake drum to the right. The hub cover and half shaft are slid into the axle tube for safe keeping.** JULIAN HALSTEAD



Above: **New brake linings are fitted.** JULIAN HALSTEAD



Above: **This picture shows steering linkages. They may look clean and painted but you would not know if they were worn unless the steering is shaken to check properly.** ASHLEY BLACKMAN



Above: **A Regent V's front axle.**

Right: **Engine-mounted compressor on an AEC 9.6 litre engine.**

Both: ASHLEY BLACKMAN



press the foot brake as flexible pipes can split or rub through. Change the pipes if necessary. If your vehicle has air suspension, check the bellows as rubber can crack over time and start to show the cords just like a worn tyre. The top and bottom mounting plates can also leak air due to corrosion – do check this.

KEEPING TO THE RIGHT TEMPERATURE

Making sure you have the correct mix of antifreeze in your engine and cooling system is important, as this will protect against corrosion. You will also want to protect your vehicle from frost, especially in the freezing winter months. Check the

Right: **The top radiator hose on an AEC 9.6 litre engine. The hose may look salvageable, but the clips need replacing as they are old, worn and rusty.**

Far right: **Coolant hoses and clips; all looking nice and new.**

Below: **This ageing tyre has cracks in the sidewalls and must be replaced, despite there being plenty of tread, so check sidewalls for damage.**
 All: **ASHLEY BLACKMAN**



Above centre: **This brand new Mitas cross-ply tyre, supplied by Roger Burdett, is ready for fitting onto a split rim.**
JULIAN HALSTEAD

Above: **A new tyre fitted to a split rim with a shiny guard ring and hub cap to complete the look.**

Upper left: **The rear exhaust section is showing surface rust; we must check if it is still solid.**

Upper right: **This chassis may look very rusty but there is still plenty of life left in it once cleaned up and painted.**

Left: **Newly-fitted springs on an AEC Regent V's rear axle clearly showing the U-bolts clamping the spring to the rear axle tube. These must be retightened after a run out as they bed in.**

Below: **A second-hand AEC Bridgemaster air bellow.**
 All: **ASHLEY BLACKMAN**



consistency of antifreeze by using a tester, which will indicate the amount of frost protection. Retailers such as Halfords usually stock them.

Before draining and replenishing coolant, make sure you have no leaks so check all hose clips and hoses for deterioration and replace where necessary.

THE WHEELS ON THE BUS...

A costly part of your restoration can be replacing the tyres, sometimes around £200 each. Do so if you have the budget, although if the tyres are old, worn and cracked it must be done anyway.

When having tyres removed it is a good idea to have the wheel rims shot-blasted and primed. This will remove loose rust and protect them when you fit new tyres.

If you have a vehicle on split rims, this is very important as you need a rust-free surface for the rim to go back together. A split rim is three parts consisting of a rim, outer ring and a spring locking ring. These should be fitted by professionals who know what they are doing, as they can explode in your face with disastrous consequences.

Do your research and find a tyre fitter with experience working with split rims, as you do not see many vehicles using split rims these days. Tubeless rims are easier to work with so finding a tyre fitter for these should be simpler.

GOOD VIBRATIONS

When a vehicle has been out of use for an extended period, the first mechanical part that is worn out or rusted through is the exhaust. Getting a new exhaust made is relatively easy; you need the old one as a pattern or for measurement purposes to make the correct shape. Make sure the replacement exhaust is the correct size, diameter and fitted with the correct silencer – you do not want to lose that familiar sound which is music to your ears.

UNDERCARRIAGE

Chassis corrosion can look worse than it really is, depending on the age of your bus or coach. But I have seen chassis that are too far gone and are not worth repairing.

The worst areas for corrosion are the corners where dirt and damp build up. They sit there and cause the steel to corrode and delaminate.

Delamination is where layers of rusted steel peel off in chunks.

I have seen this on some vehicles where the chassis underneath is still solid, so it may sometimes be nothing to worry about. The outriggers are sections bolted to the main chassis which support the floor and other main parts such as suspension. These tend to be a thinner-gauge steel and suffer more, especially at the outer edges, although are repairable.

The best way to protect a chassis is to cover it with paint. First scrape loose rust with a wire brush or needle gun to remove as much as possible. You could find yourself removing major parts and pipework from the chassis, or you can work around everything and be confident the major rust is dealt with.

Spray painting is the recommended method to paint a chassis as you will get into all the nooks and crannies. Primer first then a gloss coat of your colour choice but do spray a few coats as they are only thin layers.

TAKING A LOAD OFF

Is the vehicle leaning to one side? This is the most obvious check for worn suspension and could indicate a worn leaf spring or a leaking air bellow.

ASHLEY'S TOOLBOX BASICS

- » Selection of good screwdrivers
- » Selection of medium-sized spanners
- » Selection of assorted hose clips
- » Selection of cable ties
- » Duck tape
- » Electrical tape
- » Selection of assorted light bulbs appropriate to your vehicle.
- » Tea bags, Kit-Kats and lashings of patience!

A leaf spring is made up of separate steel leafs clamped together, either with two loops at each end or flat and clamped between two rubber blocks. Brass bushes for a steel shackle pin or a rubber-mounted steel pin will then mount onto two brackets bolted to the chassis, usually with two U-shaped bolts clamped to the axle.

An air bellow is a reinforced rubber bag mounted on a top and bottom plate fixed to the outer chassis or between the axle, which has a supply of air. This is controlled by self-levelling valves which have a rod attached to a fixed mount; when the correct height is established, the air flow is shut off to give your vehicle's ride height.

IN CONCLUSION

Vehicle mechanics can sometimes be quite overwhelming if you are the type of person who does not like getting their hands dirty and just wants to drive their gleaming pride and joy. There is certainly nothing wrong with that.

But for some preservationists, tinkering and adjusting are things of enjoyment and satisfaction and I hope this article helps those who want to give the mechanical part of your restoration a try. Whichever route you decide to take when restoring your vehicle, there is no right or wrong answer and you will know yourself which option you automatically choose; it is either your phone or toolbox. Either way, getting those mechanics working safely and efficiently is vital.

If you have any questions about mechanics or want to browse through our little black book of top suppliers then send an email to: info@ashleyblackman.co.uk and I will be happy to help.

My next article in this series will examine my favourite parts of bus and coach restorations: brightwork and glazing. Be prepared for lots of shiny details and bling!



STEVE BYRNE'S BUSES

MICHAEL H. C. BAKER
meets preservationist and
restorer extraordinaire
Steve Byrne.

Not being one of woodwork teacher Chips Brierley's shining stars, or even one of his mere mediocrities, I have always been in awe of those skilled at carpentry, metal working, double-glazing and such like accomplishments, especially those associated with the restoration of vintage buses. Enter, centre stage, to a prolonged drum roll, Steve Byrne.

We first met some months ago. When driving past Onibury level crossing on the

Shrewsbury–Hereford line, north of Ludlow, I spotted, atop a shed beside the long closed station building, the red painted roof of what was clearly a double-deck bus. Dashing around the corner, being careful not to park on the actual tracks, I encountered, behind a gate, a small dog, to whom I was later introduced, by the name of Mack, and Steve, who was clearly his owner, and a big red Foden bus, which, it transpired, also belonged to Steve. This was really interesting and although I was on my way south and hadn't really got time to stop, Steve, seeing my interest, invited me into his yard and, in particular to have a look at the Foden.

FODEN PSVS

Now Foden PSVs were never your everyday fare — Foden lorries yes, certainly, but the only buses I could recall ever coming across were

double-deckers working for Chester and Warrington. In fact between the 1930s and the early-1970s getting on for 600 Foden buses and coaches were built, a not inconsiderable number, the period immediately after World War 2 being their heyday. Foden's factory was in Sandbach, Cheshire, some 20 miles south of the Lancashire border, straight down the M6, so it is not surprising that that it was municipalities in those two counties which took a chance on a locally produced vehicle. Warrington actually later got moved into Cheshire but it has always seemed to me essentially Lancastrian in character, certainly in the 1960s when I knew it well.



It was relatively easy to break into the bus and coach market in the years immediately following World War 2, when there was a desperate shortage of new vehicles, but by 1954 things had settled somewhat and Leyland, whilst far from establishing a monopoly in its home county of Lancashire, was the preferred choice in many instances. Warrington, like so many others, liked the all-Leyland Titan, and bought lots of them, PD1s and PD2s, well lots in relation to the size of its fleet. But it was prepared to shop around and also bought two batches of Fodens. It was one from the first batch, MED 168, which is now a Shropshire resident. It's owner, Steve Byrne, presented me with his card, which said 'boat builder.' 'Intriguing,' I thought, 'wonder how many boat builders there are living in a Shropshire valley?' Making arrangements to return later in the year I drove off.

RETURN VISIT

We duly came back on a beautiful, warm sunny day in July, three months later. This time I was able to get the full works, not just MED 168, but another Foden, this one a coach, KMA 553, plus a former East Kent Park Royal-bodied Lancet, EFN 585. There were also two Morris Minor vans, a showman's Scammell, complete with a showman's living van, and various other transport items. I asked Steve, taking in MED168's four bay design: 'Is that Park Royal bodywork?' 'No,' he replied, 'Crossley.' I was not a million miles out for Crossley and Park Royal were both part of the ACV group. Indeed the 1956 edition of the *ABC of Buses & Coaches* under the Crossley heading declares: 'the latest Crossley coachwork products are built to Park Royal designs', but then adds: 'However, Crossley does manufacture bodies to its own design occasionally, and has supplied bodyshells to Liverpool Corporation.' That rang a bell. I used to travel on all-Crossley Liverpool Corporation buses in 1962/3 from Speke garage, and Crossley also supplied bodyshells for Corporation PD2 Titans.

Opposite: **Fodens and 'Mack' welcome visitors to Steve Byrne's yard.**

This page, top: **Steve Byrne's workshop.**

Centre: **Warrington Crossley-bodied Foden PVD6 in service with Warrington.**

Bottom: **Warrington Foden is quite original.** Pictures: MICHAEL H. C. BAKER





MED 168 was a bit special as it had appeared at the 1954 Commercial Motor Show. Although the body was basically standard Crossley there were one or two extra touches. I noticed there were wooden grips along the back of the seats which Steve thought might have been a one-off, and he suspects the gear lever was given an embellished chromed top. Framework is ash and steel and much of the panelling aluminium.

The Foden chassis was of very strong, triform design, there was a unique braking system, top speed was only around 30mph, which was all that was needed, but it was, and is, a nippy hill climber: and rather expensive. That, and the conservative attitude of most corporation and fleet managers, would explain why Foden was never able to make a significant breakthrough into the bus market. It tried again, in the 1970s, but building just eight, rear-engined not very successful, double-deckers. Foden did though establish a foothold in the single-deck market, of which more anon.

MED 168 served a respectable 14 years in Warrington before being sold in 1968. It passed into preservation in 1980, without much work being done but, as Steve emphasised, we should be grateful for it was kept undercover and survived. Sold on, Steve then acquired it and has done wonders on what was basically a pretty sound vehicle although as he says there are pros and cons of covered storage which can lead to dry rot. Believe it or not, for someone who spends a lot of time working on the outside of a double-deck bus, Steve has no head for heights.

He does not enjoy even being level with the upper-deck, but that does not seem to have affected his sign writing skills. He removed layers of paintwork by scraping with an old fashioned wood tool and no chemicals to reveal traces of the original advert for the local Cunningham brewery. I asked him who had done the restoration. 'I did', said Steve, 'although it's not perfect'. 'Oh yes it is,' I thought.

Top and centre left: **Onetime Bullocks of Chaddle Plaxton-bodied Foden PVSC6 sympathetically restored to include living accommodation.**

Bottom and centre right: **Third vehicle in Steve Byrne's fleet is East Kent Park Royal-bodied Dennis Lancet III EFN 585.**

Opposite page: **Steve Byrne and dog 'Mack'.**

Having spent a fair part of my five year's time as an art student studying lettering, I know that getting the spacing right is not a question of accurate measurement but of visual judgement. For instance you might need less space between a closed and an open letter, or more between two closed ones, or vice versa. Steve had judged his re-creation to perfection.

He did admit to being quite pleased with his metal-working skills, in, for instance, inserting a replacement piece above the rear platform or, in particular, recreating the subtle curves of the concealed radiator, the 'tin front'. As yet the Warrington logo has not been applied but Steve has acquired the correct transfers. 'Got them from an elderly lady, the widow of a chap who worked for a firm in the West Midlands who had kept samples from numerous concerns they had supplied.'

FODEN COACH

Keeping MED 168 company was another Foden, this time a Plaxton-bodied coach, KMA 553. Foden had rather more luck in the coach market. Its immediate postwar half-cabs looked either somewhat peculiar or exotic, depending on your point of view, for exposed radiators, as on Leyland's Tigers, AEC's Regals, Dennis's Lancets, etc, were the norm. Foden was a pioneer of the concealed, 'tin front', although Foden coach fronts, based on the lorry design (remember the Dinky Toy) certainly did not look tinny. Amongst other Foden coaches of that era preserved, LMA 284, dating, like KMA 553, from 1948 and, like it once belonging to Bullocks of Cheadle; it is presently in the Manchester Museum of Transport. It has a rare Lawton body and, whilst certainly of impressive frontal aspect, is not as elegant as Steve's vehicle.

Plaxton bodies were always well-proportioned and, as Steve explained, were much tougher than those of Duple, a company which in 1948 had the lion's share of the independent coach market, but which Plaxton would eventually outlast. However, KMA 553 needed to prove its toughness. After leaving Bullocks, it went to Central Coaches in the East Midlands and, in the fullness of time, was put out to grass, spending the next 50 years in a field, during which time a tree grew up through the body.

Since acquiring it Steve has done a

tremendous amount of work on his Foden, something which a lifetime in the business as a mechanic and craftsman for various companies, including boat building, has ideally equipped him for. I did wonder what a boat builder was doing based beside the A49 north of Ludlow. Did he really build a complete boat there? The answer, which did not surprise me, having got to know Steve quite well in just a few minutes, was yes, of course. It was a diesel-powered narrowboat which is now puttering up and down the canal network.

Back to the Foden coach. Having separated coach from tree, Steve decided to take advantage of pretty well having to start restoration from scratch and decided to turn KMA 563 into a vehicle the family could live in when touring around in it. The clever part of this cunning plan — well all of it was clever really — was that by putting darkened glass windows in the rear part of the converted section it was not obvious from the outside that the vehicle was anything other than it had been when the pride of Bullocks fleet back long ago in Cheadle.

Thus the rear section contains sleeping and general living accommodation beautifully inserted within the Plaxton bodywork, all in considerable comfort. Incidentally Steve also has a showman's Coventry Knight late-1940s living van, the interior of which is pure luxury, complete with 1962 Scammell Highwayman power unit, 217 BGO 'Sir Galahad' which probably originated with Shell Mex. He also has a much smaller, two-wheel van which I never got around to finding out its, no doubt, complex history.

DENNIS LANCET

The third PSV in Steve Byrne's collection is Park Royal-bodied Dennis Lancet coach, EFN 585. This was one of 25 delivered to East Kent in 1950. East Kent had long favoured both the Dennis chassis and Park Royal bodywork and the result was a truly handsome BUT very old fashioned looking vehicle which would not have looked out of place at the 1935 Commercial Motor Show. The first underfloor-engined Leyland Royal Tiger coach was delivered to East Kent the following year, again with a Park Royal body but visually generations apart from that fitted to the Lancets. Inevitably the Lancets were downgraded to bus work, but with the narrow front entrance,

narrow gangway, high steps and high back seats, were just about the most unsuitable buses ever envisaged; although if you did find yourself in one in the Herne Bay area which is where they ended their East Kent days, you would have appreciated their luxurious interiors. Withdrawn in 1964, EFN 585 (East Kent did not use fleet numbers in those days) passed to a Leeds clothing factory in 1968 which used it for staff transport for a while before retiring it to the back of the factory building.

There it spent the next 40 years gathering dust, but nothing much more injurious, although dry rot in woodwork is always a possibility, and thus Steve has had to do rather less work on this than his other PSVs. It has its original upholstery and is altogether a wonderful example of a luxury coach from a long vanished era.

I asked Steve if he has a wish list, a PSV he'd like to get his hands on. After a few moments thought he replied: 'Something with a Burlingham Seagull body.' Whether that will happen is down to the Gods, finances and, I guess, the local authority. Steve would like to have more covered accommodation but Onibury is in an area of Outstanding Natural Beauty, and a building which would accommodate a double deck bus — the Warrington Foden has to live outside — might not be possible. However I've seen many double-deckers in sheltered accommodation which are less cosseted than Steven Byrne's Foden, so no fears there!



NIGEL APPLEFORD examines Oxford Diecast's recent all-Leyland Titan PD2/12 model.

Leyland Motors revised its Titan PD1 model in 1947, fitting the O.600 9.8 litre engine which proved itself in goods vehicles since 1946. The new Titan was naturally designated PD2. The O.600 provided a livelier performance and, because the engine was under-stressed, greater intervals between overhauls.

The PD2 was extremely successful and many examples led long lives with original and subsequent owners. Leyland's own metal-framed bodywork was developed from that fitted to the PD1 but distinguishable by a shorter front dash panel.

The PD2 was available in 7ft 6ins and 8ft widths; the wider bodies were visibly more tapered at the front as Leyland maximised use of existing component jigs – this was particularly noticeable around the cab area.

The 1950 increase in the maximum permissible length for two-axle double-deckers from 26ft to 27ft caused Leyland to lengthen the PD2's wheelbase from 16ft 3ins, standard since the earlier Titan TD6 and TD7 variants, to 16ft 5ins. The rear overhang was also lengthened to give an overall length of 26ft 7½ins when fitted with Leyland's standard body.

A new designation series was used for the 27ft PD2 models beginning with PD2/10 (vacuum brakes) and PD2/11 (air brakes) for the 7ft 6in wide models and PD2/12 (vacuum brakes) and PD2/13 (air brakes) for



Representing the prototype is preserved Trent 1256 (FRC 956) a 1954 Leyland Titan PD2/12 bearing the final example of Leyland's standard bus body. Although not visible, it is fitted with platform doors. The windscreen and radiator differ from the model.

8ft wide models, although other variations were subsequently made available.

THE 'FARINGTON' BODY

Leyland's standard five-bay body design for the new models was available in lowbridge and highbridge versions. It was given the same 'Farington' name as the experimental 1948-built versions (the bodies were built in Leyland's Farington Works).

The production body retained the familiar lines of its predecessors but with slightly inset glazing which featured radiused corners all-round. Sliding or half-drop windows were incorporated into the main outline to give a neat and well-finished appearance.

The increased vehicle dimensions also allowed for a greater seating capacity, initially increased from 56 to 58 or 59, but examples soon appeared with 60 or 61 seats depending on operator specification.

Below left: Comparisons between the EFE and Oxford models will obviously be drawn. The EFE model (left) is of the earlier 7ft 6ins wide 1946-style body on PD2/10 chassis while the Oxford Diecast model features the later 8ft wide 1950-style body on PD2/12 chassis. Also noticeable is the improvement in printed detail, particularly the nearside cab window which is now painted instead of a plain clear plastic panel.

Below right: Radiators. The Oxford Diecast radiator appears too wide, but is very well detailed and finished, while the EFE example appears too deep and long. The reference is an unfettled ABS Models No 927 cast PD2 radiator which is considered fairly accurate. A fillet is required to change the Oxford radiator, although in view of its excellent finish I suspect most will leave as is! The Oxford Diecast cab windscreen appears to be too small and the corners too rounded.

FLEETLIST – OXFORD DIECAST 1:76 4mm Scale

Ref	Identity	Released	Ref	Identity	Released
76PD2001	Maidstone & District DH379 (NKT 875)	Sep 2015	76PD2005	Edinburgh Corporation 245 (JSF 660)	Sep 2017
76PD2002	Midland Red 4843 (JBC 989)	May 2016	SP129	Edinburgh Corporation 240 (JSF 655)*	Dec 2017
76PD2003	Southdown 708H (KUF 708)	May 2016	76PD2006	Stratford Blue†	-
76PD2004	Samuel Ledgard PNW 91	Aug 2017			

* Code 2 model for Harburn Hobbies; † Forthcoming release – expected third quarter of 2018



First release was this model of Maidstone & District DH379 (NKT 875), one of two such buses in preservation. Finish is excellent even down to the 'Leyland Diesel' badge along the bonnet side. One of the shiny poles holding the top deck can be seen through the front nearside window. The lower bodyside curves are well reproduced.

Midland Red purchased 100 PD2/12 models with Leyland H56RD bodywork featuring its own style 'tin-front' and windscreen. The prototype for this model is a 1952 bus taken over with Leicester independent Kemp & Shaw in July 1955 and rebuilt with a standard Midland Red destination layout. The adverts add to the authenticity of this and the other models.

Third release was of Southdown 708H (KUF 708). Southdown ran a large fleet of PD2/12 Titans, with or without platform doors, featuring the outputs of various bodybuilders including Leyland.

Samuel Ledgard ran a very mixed fleet until its demise and sale to West Yorkshire Road Car in 1967. Sammy's PNW 91 was one of three all-Leyland PD2/12's delivered in 1952. All were upseated in 1961-2 and passed to West Yorkshire Road Car in October 1967 but not operated. The front blind has the characteristic twist often seen in pictures of Ledgard buses!

Production models remained almost unchanged from 1950 until 1953 when concealed radiator versions of the all-Leyland PD2 were built for Midland Red – 100 PD2/12 models were delivered as that operator's LD8 class. Leyland ceased bus body production in 1954, although production of the PD2/12 chassis continued with variations until early-1957. Other bodybuilders, such as Metro-Cammell, took Leyland's share of the market.

THE OXFORD DIECAST MODEL

A 1:76 scale model of the all-Leyland Titan PD2/12 was introduced by Oxford Diecast in September 2015, an interesting release as EFE produced all-Leyland Titan PD1 and PD2 models in the same scale since September 1993. The EFE model, which appeared in lowbridge and highbridge variants, was of the earlier 7ft 6ins wide 1946-style body with square windows.

Both prototypes were equally stylish body designs and, although neither model is perfect, both manufacturers have done a very good job with their products. Two areas of concern on the Oxford model are the cab windscreen and radiator.

Oxford Diecast chose to produce the later 8ft wide all-Leyland PD2/12 or PD2/13





with open-platform highbridge bodywork. Dimensionally the model is quite close, although very slightly long and low – but it does look right. The subtle lower bodyside curve is also very nicely reproduced.

The model consists of a two-part metal shell (upper and lower decks) with plastic interior and wheels, the latter fitted with rubber tyres that do not appear to have the issues previously identified on some of Oxford Diecast's single-deck models.

Glazing is commendably flush with the top sliders or half-drops printed on, thereby enabling either to be produced and arranged as the prototype requires. A wiper is printed on the windscreen while handrails are cast and picked out in paint.

I have not yet attempted to dismantle one of these models, but it appears there are two Phillips screws under the detailed chassis while the top deck has two shiny metal poles fixed into the upper deck floor, rather like OOC's East Lancs half-cab model.

The general finish is very good; printing is extremely fine with adverts in full colour and registration plates applied on all models. The recommended retail price for these buses is £21.95 but prices of around £17-£18 are typical when shopping around.

This is a very useful addition to the available range of 4mm models, and a further release in Stratford Blue livery has recently been announced. It will be interesting to see if the casting is modified to allow for platform doors or lowbridge variants – or will accessory and conversion kit specialists offer parts for modellers to modify their own?

To commemorate 50 years since the end of services, the Samuel Ledgard Society commissioned a Code 3 model of Leyland PD2/12 bus PNW 91. 150 models were produced. SAMUEL LEDGARD SOCIETY.

Edinburgh Corporation was another major customer for the PD2/12 chassis, initially with Leyland bodywork before purchasing 300 with Metro-Cammell Orion bodywork.

A commissioned release of an Edinburgh Corporation all-Leyland PD2/12 was issued by Edinburgh-based retailer Harburn Hobbies. This was similar to the standard model but featured an alternative Route 29 terminal point and different advertisements.

From the rear this is a very handsome model. The printed detail is excellent, and the bulkhead is correct depth. Unfortunately, a couple of the models featured have paint chipped off their rear wheelarches and the advert on this model is not straight either.

TTC DIECAST.COM

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An unexpected Maltese and West Hartlepool connection, a tribute to Derby Bus Station and a bus dealership mystery are among NICK LARKIN's submissions.

MALTA STORY

Many thanks to regular correspondent HENRY MELNYK for an extraordinary find from Malta. He was amazed on a recent visit to discover the number of souvenirs of traditional Maltese buses on offer, although such beasts no longer ply for trade on the island's streets.

Most importantly, Henry picked up what appears to be a Bedford OB-based salt and pepper set: 'Not in the slightest bit tacky of course,' he says, also pointing out the registration number LEF 111 would, if British, hail from

West Hartlepool. This, of course, provides an excellent opportunity for yet another gratuitous illustration in *Off Route* of that north-east municipal fleet.

West Hartlepool did not run any Bedfords but had three magnificent 1961 Roe-bodied Leyland PD2/40s registered

LEF 712-714. None survive, despite LEF 714 serving as a driver trainer until 1980.

Local independent Bee-Line Roadways was a Bedford user and had four with LEF registrations: VASI LEF 988 and SBs LEF 989-991.

But I don't think anyone produced salt and pepper sets of these...



Left: The Maltese salt and pepper set with a very British-looking registration number. HENRY MELNYK

Above: LEF 712 was a fine Roe-bodied Leyland PD2/40. NICK LARKIN



Right: Bee-Line Roadways had LEF-registered Bedford SBs with Plaxton-bodywork similar to earlier sister GEF 202, new in March 1959. NICK LARKIN COLLECTION



MYSTERY DEAL

This fascinating image fell out of a drawer during an archive search.

It is obviously a dealer's premises circa 1980, though no-one seems to know which one.

The picture is this month's *Off Route* contender for the 'fascinating but not technically perfect picture' award.

There are several National Bus Company and Scottish Bus Group vehicles present, and a Lothian Leyland Atlantean too.

All this tends to suggest Martin's of Middlewich. Please let us know what do you think?

Picture: NICK LARKIN COLLECTION

DERBY'S DISGRACE

Recalling Derby's former bus station elsewhere in this issue made me realise how magnificent this structure, or least its main building, was. Designed with Bauhaus influences by Charles Henry Aslin, the complex was opened in 1932, but later demolished despite a massive protest, which included a lady taking residence

in a caravan on the roof.

No-one could deny the bus station had been allowed to deteriorate, and it was designed for very different buses. But I was convinced the café area's demolition was an act of vandalism in a city hardly awash with historic buildings. This included the restaurant, where the Beatles apparently dined, which featured art deco pillars

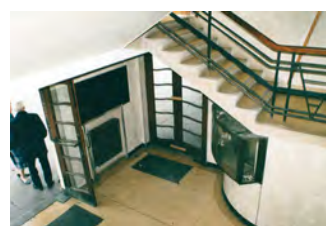
and more magnificence hidden beneath hardboard.

Surely this building should have been the centrepiece of any new development.

I had a piece published in the local paper suggesting the City Council were Philistines for choosing to demolish such a masterpiece – this caused some strongly-worded correspondence from said organisation. There

is confusion surrounding the survival of the building's features, not least the art deco wheel motifs dotted around it.

We heard reports of a few bits going to local museums, including the Tramway Village at Crich, but no-one has confirmed this. Can anyone advise? Meanwhile, I hope these pictures form a suitable tribute. Pictures: NICK LARKIN





ROUTEMASTER RECONSIDERATION

A major change in attitude to – or more precisely the values of – AEC Routemasters over the past 30 years means that it is extremely unlikely one of these vehicles will end up in a scrapyard, at least for the feasible future.

Hopefully confined to the past are images such as this featuring a lonely RM1830 facing its final demise. The excellent 'Ian's Bus Page' tells us this bus was new in 1964 and worked in London until 1987, the sold to Clydeside Scottish as a spares donor.

RM1830 passed to Wombwell Diesels in July 1990 before finishing up with PVS in March 1994, then scrapped.

Picture: NICK LARKIN

WHAT A LIVERY!

Most certainly a livery with a difference on what was originally a Metro-Cammell-bodied Leyland Titan PD3/1 new to Leicester City Transport in 1960 and sold to Guards Coaches of London for its associate Vintage Bus Co Ltd.

XRY 203, together with sisters XRY201/202/205, was converted by RTS of Hackney into an imitation vintage bus. The upper-deck front was moved back, an exposed radiator fitted, and an open-staircase constructed.

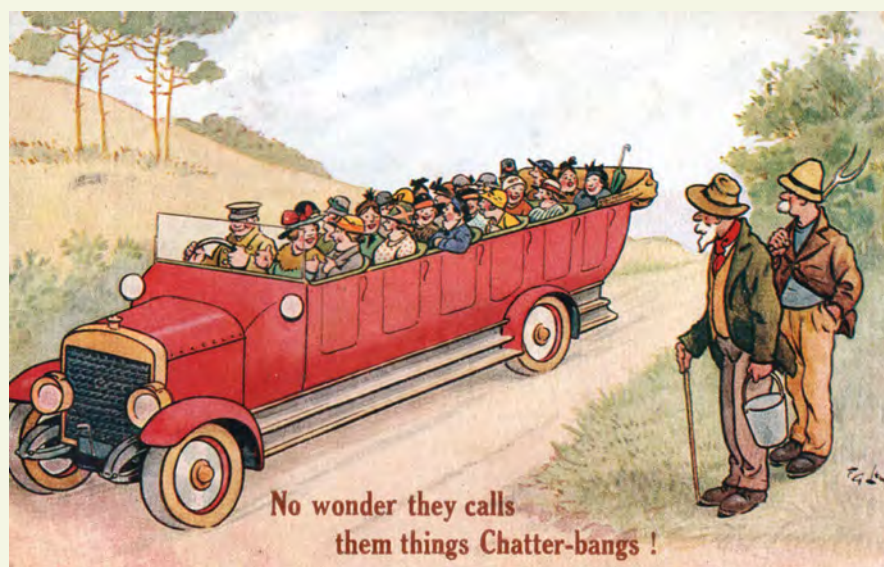
The picture appears to have been taken during a classic car meet on a hot summer's day – does anyone know what happened to this and the other ex-Leicester conversions? Picture: NICK LARKIN COLLECTION



IDLE CHATTER?

At least there was no roof to amplify the sound! Still the driver looks happy on this postcard of a lively-loaded charabanc posted on 17 July 1932.

Picture: NICK LARKIN COLLECTION



THE FIRST TIME

You never forget your first time, so here in print is the first time I ever drove a bus.

Southdown Motor Services organised a press day when I was a thrusting young reporter on the *Sussex Express and County Herald*.

The 'test drive' in a Leyland PD3/4 'Queen Mary' was not around a depot yard but on the main A27. Such was my joy that Southdown had to drag me out of the cab!

Strangely, they never invited me back...



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Ex-Ribble 2134 (DBV 134Y) Leyland Olympian/ECW. The bus has been in outside storage in West Cumbria awaiting restoration. It is drivable, has no MoT, but comes with some spares. Disposal due to downsizing collection. Offers around £2,500. E-mail: enquiries@wtht.co.uk or Tel: 01900 67389.



Ex-Cumberland 251 (F251 JRM) Leyland Lynx Mk1. The last of four CMS Lynxes to survive. It has been repainted in CMS Ayres Red. The bus is a treat to drive, but the body framework is showing signs of decay from the window sills downwards which will require remedial work. Disposal due to downsizing collection. No MoT. Offers around £2,500. E-mail: enquiries@wtht.co.uk or Tel: 01900 67389.



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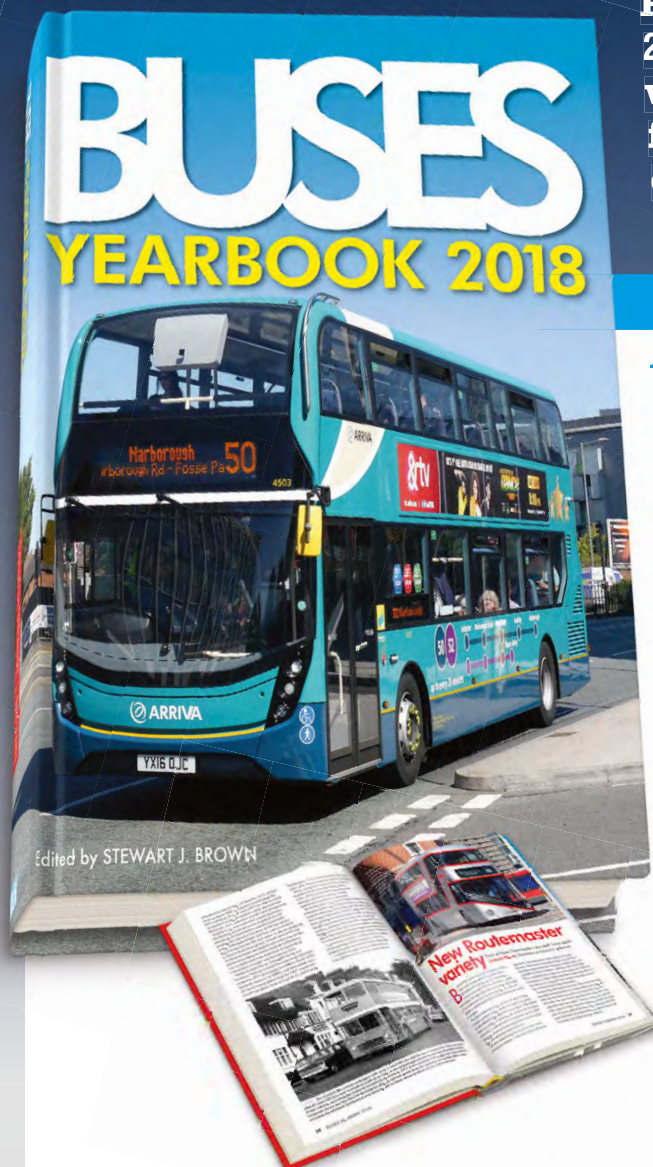
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WELCOME! We have once again included what we believe is a comprehensive list of planned 2018 season events in this guide. Our grateful thanks to everyone who

responded to our requests for information, without which we would not be able to produce and publish it. Happy rally going!
DAVID JUKES

This year is the Leyland Atlantean's 60th anniversary with several commemorative events planned. Seen during the Provincial Bay Rally is HOR 590E, a 1967 Roe-bodied Leyland Atlantean PDR1/2 new to King Alfred Motor Services of Winchester. This picture and cover images: DAVID JUKES



Sunday 4 March

Cosham, Portsmouth. Spring Transport Fair. Community Centre, Wootton Street, Cosham, Portsmouth PO6 3AP. 10.00-15.30. Admission £1.50. Stalls, free bus rides & light refreshments. Model Bus Federation display. Close to Cosham Railway Station. Convenient for A3/A27/M27/local buses. Details: vtransportgroup@btinternet.com

St. Helens. North West Museum of Road Transport Spring Heritage Bus Running Day. Details: www.nwmort.co.uk. North West Museum of Road Transport, The Old Bus Depot, 51 Hall Street, St Helens WA10 1DU

Sunday 11 March

Oxford Bus Museum. Mothers' Day Event with free vintage bus rides. Free entry for mums. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. 10.30-16.30. Bus services 11.30 and 14.30. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

South Yorkshire Transport Museum Open Day at Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30-16.00. Shop & café open. Free hourly shuttle from Rotherham Interchange (Stand C1) 10.45-14.45. Admission £5, concessions £3.50, accompanied U16 free. Details: 07852 298082, info@sytm.co.uk or www.sytm.co.uk

Dewsbury Bus Museum. Spring Open & Running Day. Admission by programme, £3 adult, accompanied children free. Advance copy £4 by cheque payable to West Riding Omnibus Museum Trust, 47E Dale Street, Ossett WF5 9HE. 10.00-16.30. Free services & tours. Free shuttle from Dewsbury South Street to Ravensthorpe museum building. Up to 25 vehicles in service & wide selection of visiting buses. Trade stalls, museum café, tombola & more. Free feeder services from Bradford, Castleford, Huddersfield, Halifax, Keighley, Leeds, Pontefract & Wakefield. Details: www.dewsburybusmuseum.co.uk or Facebook

Sunday 18 March

Tavistock Mini Running Day – a Day in 1968. Vehicles of types operated from Tavistock 50 years ago on services to Princetown, Lydford, Cornwall, the Tamar & surrounding villages. Details: TV&GWOT, Ledger Farm, Forest Green Road, Fifield, Maidenhead, Berks SL6 2NR, 07990 505373, davidshppard@tvagwot.org.uk or www.tvagwot.org.uk

Winchester, Hants. RetroBus – The Bristol VRT. Based at Winchester Broadway. A range of local town & country services in and around Winchester. 10.00-18.00. Feeder services to be established. Timetable & working diagram available for purchase at the event. Details & vehicle entries: hampshirebuses1@yahoo.co.uk

Friday/Saturday 23/24 March

London Transport Museum. Depot Discovery Tours at Acton Depot. Museum Depot, Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. All tours approximately two hours. Tickets must be pre-booked online or via Ticket Office on 0207 565 7298 (10.00-17.30 daily) U16s must be accompanied by adult. Details: www.ltmuseum.co.uk

Saturday 24 March

Oxford Bus Museum. Twilight Vintage Bus Running Evening around Oxford. Departures every 15 minutes 18.00-20.30. Details: Oxford Bus Museum, Station Yard, Long Hanborough, Oxfordshire OX29 8LA, 01296 337622 or www.oxfordbusmuseum.org.uk

Saturday/Sunday 24/25 March

Museum of Transport Greater Manchester. Spring Spectacular. Boyle Street, Cheetham, Manchester M8 8UW. 10.00-16.30. Transport & local interest books, models, DVDs, photographs & more. Vehicle display. Free bus to & from Manchester Victoria Station every 20 mins 09.50-16.30. Details: 0161 205 2122 (Wed/Sat/Sun 10.00-17.00), email@gmts.co.uk or www.motgm.uk

Sunday 25 March

Aston Manor Road Transport Museum. Models in the Museum. Static & working model displays of most forms of transport. Free bus service from Walsall. Shenstone Drive, off Northgate, Aldridge, West Midlands WS9 8TP. 10.30-16.00. Admission £5, child £2, family £13 (includes event programme). Details: 01922 454761, www.amrtm.org or Facebook

Bristol Vintage Bus Group Spring Mini Running Day. Based at Flowers Hill, Brislington.

Saturday/Sunday 31 March/1 April.

20th Cumbria Easter Rally. Kirkby Stephen & Brough. Over 250 vintage buses, lorries & commercial vehicles on show. Free admission, free bus rides. Saturday evening road run. Stalls & vintage funfair. Entry forms:

www.encountereden.com or www.facebook.com/edenclassicvehiclegroup/. Details: easterally@encountereden.com

East Anglia Transport Museum. Easter Family Treasure Trail. 12.00-16.30. Free fun treasure hunt, egg decorating & face painting. Prizes for children in Easter bonnets. Trams, trolleybuses & trains running all day. Free park & ride service both days. East Anglia Transport Museum, Chapel Rd, Carlton Colville, Lowestoft, Suffolk NR33 8BL. Details: 01502 518459, admin@eatransportmuseum.co.uk or www.eatransportmuseum.co.uk

Saturday-Monday 31 March-2 April

The Trolleybus Museum at Sandtoft. Easter Weekend Trolleydays. Sandtoft, nr Doncaster. Details: 01724 711391 or www.sandtoft.org.uk

Sunday 1 April

Lincolnshire Road Transport Museum. Transport Festival. Whisby Road, North Hykeham, Lincoln. 10.00-17.00. Admission £7, accompanied children free. Displays, visiting vehicles, sales stands, refreshments. Free services from Lincoln city centre. Local park & ride from Teal Park, Whisby Road (just off A46 Lincoln by-pass/Whisby roundabout). Please use bus services - parking on site limited to blue badge holders. Visiting preserved vehicles welcome but must book in advance. Details: 01522 500566, 01522 689497, 07984 872994, info@lvvs.org.uk, www.lvvs.org.uk or @LincsRTM on Facebook/Twitter

Oxford Bus Museum Easter Chick Hunt. 10.30-16.30. Free vintage bus rides at 11.30 & 14.30. Details: Oxford Bus Museum, Station Yard, Long Hanborough, Oxfordshire OX29 8LA, 01296 337622 or www.oxfordbusmuseum.org.uk

St. Helens. North West Museum of Road Transport Easter Egg Hunt. Details: 01744 451681 or www.nwmort.co.uk. North West Museum of Road Transport, The Old Bus Depot, 51 Hall Street, St Helens WA10 1DU.

Sunday/Monday 1/2 April

The Transport Museum Wythall. Operating Days. 10.30-17.00 (last admission 16.30). Classic bus & miniature steam railway rides. Museum bus service 750 operates on both days from Holloway Circus (Suffolk St Queensway, near New Alexandra Theatre) 10.30 & 11.45 (fare £2.50 each way) & Maypole 10.50 & 12.05. Admission £7, child £3.50. Family tickets available. Admission & all-day bus riding ticket £12, child £6. Details: The Transport Museum, Chapel Lane, Wythall B47 6JX, 01564 826471, enquiries@wythall.org.uk or www.wythall.org.uk

National Tramway Museum. World War II Home Front Event. Re-enactors, music & vehicles from the 1940s. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Details: 01773 854321, enquiry@tramway.co.uk, or www.tramway.co.uk. No free re-entry for this event

Monday 2 April

Ipswich Transport Museum. Easter Egg Trail. 11.00-16.00. Easter-themed day with eggs for the youngsters & free rides on museum vehicles. Admission £7, child £4.50 (U5 free), concessions £6, family £20. Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Details: 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

Oxford Bus Museum. Vintage bus rides. Hourly services to Oxford Parkway, Witney and Woodstock. 10.30-16.30. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

Saturday 7 April

South East Bus Festival, Kent Showground, A249 Detling, near Maidstone, Kent ME14 3JF. Marking 60 years of the Leyland Atlantean. 10.00-16.00. Frequent free bus service around the showground. Sales stands, model displays, guest speakers, slide shows & Reunion Tea Room where former East Kent, Maidstone & District and Maidstone Corporation staff can reminisce. Details: www.arrivabus.co.uk/south-east-bus-festival, www.facebook.com/southeastbusfestival or www.kentshowground.co.uk/heritage-transport-show

Enfield Transport Bazaar. St. Paul's Centre, 102 Church Street, Enfield EN2 6AR. Two mins walk from Enfield Chase Station or ten mins from Enfield Town Station. All buses serving Enfield Town stop within five mins walk. Up to 40 stalls selling books, photos, DVDs, maps, timetables, tickets & other memorabilia. 11.00-14.30. Admission £3, accompanied children free. Details: NLETE, 8 The Rowans, Palmers Green, N13 5AD (SAE please) or nleevents@outlook.com



Basking in the Detling Showground sunshine is immaculately-restored former Lee's of High Barnet LJB 665, a 1949 Duple-bodied Dennis Lancet III.
DAVID JUKES

Sunday 8 April

South Yorkshire Transport Museum Open Day at Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30-16.00. Shop & café open. Free hourly shuttle from Rotherham Interchange (Stand C1) 10.45-14.45. Admission £5, concessions £3.50, accompanied U16 free. Details: 07852 298082, info@sytym.co.uk or www.sytym.co.uk

Watford & Garston Bus Running Day. Details: Amersham & District Motorbus Society, 68 Hitcham Road, Taplow, Maidenhead SL6 0LZ, info@amershammotorbussociety.co.uk or www.amershammotorbussociety.co.uk

Saturday/Sunday 14/15 April

The Trolleybus Museum at Sandtoft. Fairground Organ Trolleydays. Sandtoft, nr Doncaster. Details: 01724 711391 or www.sandtoft.org.uk

Sunday 15 April

National Tramway Museum. Whetstone Models running. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

11th Penzance VR Revival & Vintage Bus Running Day. Penzance Bus Station, services to Camborne, Lands End, St Ives, St Just, Marazion, Mousehole, Perranuthnoe & Praa Sands. Details: Thames Valley & Great Western Omnibus Trust, Ledger Farm, Forest Green Road, Fifield, Maidenhead, Berks SL6 2NR, 07990 505373 or enquiries@tvagwot.org.uk. See www.cornwallbuspreservation.co.uk or www.tvagwot.org.uk for entry forms & details of programme availability

London Bus Museum. Spring Bus & Coach Gathering. Featuring 'Brooklands & Buses' exhibition. Larger display of buses possible with building work completed. Transport market place, bus rides, children's entertainment & more. Admission £13.50, concessions £11.50, child £7, family £35, or buy in advance & pay 2017 prices. LBM/BMT members free (join on the day & get free entry). Includes free entry to most attractions in Brooklands Museum. Free parking at Museum (postcode for The Heights car park KT13 0XP). Details: London Bus Preservation Trust Ltd, Brooklands Road, Weybridge KT13 0QS, 01932 837994, londonbusmuseum@btinternet.com or www.londonbusmuseum.com

Saturday 21 April

Great Central Railway & LHTT Bus & Rail Event. Quorn & Woodhouse Station Yard, Leicestershire. 10.00-17.00. Display of buses & coaches, local heritage bus services & rail trips. Transport sales stalls. Details: Leicester Transport Heritage Trust 07891 071908, 0116 275 1642, info@ltht.org.uk or www.ltht.org.uk

Saturday/Sunday 21/22 April

6th Wellingborough Bus Rally. Wellingborough Museum, Castle Way Wellingborough NN8 1XB. Free. 10.00-16.30. Bus rides, stalls, refreshments. Entries welcome. Details: Steve Loveridge, 75 Bakers Crescent, Irchester, Wellingborough, Northants NN29 7BA.

Museum of Transport Greater Manchester. Festival of Model Tramways. Boyle Street, Cheetham, Manchester M8 8UW. 10.00-16.30.

Operational model railway layouts. Revised admission charges apply. Free bus to & from Manchester Victoria Station every 20 mins 09.50-16.30. Details: 0161 205 2122 (Wed/Sat/Sun 10.00-17.00), email@gmts.co.uk or www.motgm.uk

Sunday 22 April

Teesside Vintage Bus Running Day. The 500 Group. Transporter Bridge, Middlesbrough. Free vintage services from 10.30. Links from Middlesbrough Bus Station & Stockton High Street. Routes around Teesside, vintage coach tour into North Yorkshire, express coach service to Yarm. Up to 25 buses on five timetabled routes. Static displays, stalls, etc. Details: 01642 317039 or bill.500group@btinternet.com

Aston Manor Road Transport Museum. Spring Running Day. Guest & museum vehicles running free services. 10.30-16.00. Sales stands. Shenstone Drive, off Northgate, Aldridge, West Midlands WS9 8TP. Admission £5, child £2, family £13 (include event programme). Details: 01922 454761, www.amrtm.org or Facebook

Warminster, Wilts. CTP Spring Road Run. 10.30 from Warminster Central Car Park BA12 9BT. Road run for commercial vehicles 20 years & older. Wiltshire White Horse route, approximately 65 miles. Commercial Transport in Preservation. Details: Mary Bailey 01747 823365, m.bailey1950@btinternet.com or www.thectp.org.uk

Nottingham Area Bus Society. Road transport event at the Great Central Railway Nottingham, Mere Way, Ruddington NG11 6JS. Just turn up! Details: www.gcrn.co.uk

East Grinstead Running Day. Details: (SAE please): Country Bus Rallies, 19 Hampton Way, East Grinstead RH19 4SG

Amberley Museum & Heritage Centre. Spring Bus Show. Amberley Museum & Heritage Centre, Bury, West Sussex BN18 9LT. Details: 01798 831370, office@amberleymuseum.co.uk or www.amberleymuseum.co.uk

Friday/Saturday 27/28 April

London Transport Museum. Depot Discovery Tours at Acton Depot. Museum Depot, Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. All tours approximately two hours. Tickets must be pre-booked online or via Ticket Office on 0207 565 7298 (10.00-17.30 daily) U16s must be accompanied by adult. Details: www.ltmuseum.co.uk

Saturday 28 April

46th Irish Transport Heritage Annual Bus & Coach Rally. Ulster Folk & Transport Museum, Cultra, Co. Down, Northern Ireland. 09.30-17.00. Optional 40 miles road run, free bus services, sales stands. Details: Howard Cunningham, 02893 372449, 07738 941848, howard@upsilon.org.uk or www.ith.org.uk

Mid Sussex Transport Fair. Clair Hall, Perrymount Road, Haywards Heath, RH16 3DN. 10.00-15.00. Details: Julian Bowden, 21 Forde Avenue, Bromley, BR1 3EU (SAE please) or 07932 812268

National Welsh 40th Anniversary Bus & Coach Run. Cheltenham to Chepstow, then Cardiff (Ely) & Barry Depot. Associated buses welcome. Details: www.redandwhitebus.co.uk/

Saturday/Sunday 28/29 April

National Tramway Museum. Conversations & Memories – a celebratory weekend. Art activities & demonstrations for adults & children. Separate evening production of 'Tickets Please' by D H Lawrence. Open 10.00. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Details: 01773 854321, enquiry@tramway.co.uk, or www.tramway.co.uk

UK Coach Rally, Blackpool Promenade. Details: www.coachdisplays.co.uk/

Sunday 29 April

40th Anniversary Formation of National Welsh Running Day. Barry Depot, Broad Street Barry CF62 7AH. Preserved bus rides around the Vale of Glamorgan & between CTPG depots. Catering & stalls at Broad Street. Visiting National Welsh & constituent vehicles on display. Details: info@ctpg.co.uk, www.ctpg.co.uk/ or Facebook

Keighley Bus Museum Open Day. Free bus services in the local linking KBMT, Keighley railway & bus stations & town centre. Stalls, refreshments & toilets at Museum. 10.00-17.00. Keighley Bus Museum Trust, Unit 5 River Technology Park, Riverside, Keighley BD21 4JP. Details: 07546 704558, enquiries@kbmt.org.uk www.kbmt.org.uk

Friday-Monday 4-7 May

Llandudno Transport Festival. Bodafof Fields, Llandudno LL30 3BW. Details: Llandudno Transport Festival, 48 Church Road, Rhos on Sea, Colwyn Bay, Conwy County LL28 4YS (SAE please), info@llantransfest.co.uk or www.llantransfest.co.uk

Saturday 5 May

Theydon Bois Transport Bazaar & Vintage Bus Display. Theydon Bois Village Hall, Coppice Row, Essex CM16 7ER. Five mins level walk from Theydon Bois Central Line Station (LU Zone 6). Up to 40 stalls selling books, photos, maps, timetables, etc. Approx. 20 vintage buses on display, some giving free rides around Epping Forest. 11.00-15.30. Admission £3, accompanied children free. Refreshments. No public car parking. Details: NLETE, 8 The Rowans, Palmers Green, N13 5AD (SAE please) or nlevents@outlook.com

Windsor International Toy & Train Fair. Windsor Leisure Centre, Clewer Mead, Stovell Road, Windsor SL4 5JB. 10.30-15.00. Admission £3, concession £2.50, early (09.00) £7. Details: 07825 564960 or www.windsortoyfair.co.uk

Saturday-Monday 5-7 May

The Trolleybus Museum at Sandtoft. Diesel Weekend & Trolleydays. Sandtoft, nr Doncaster. Details: 01724 711391 or www.sandtoft.org.uk

Rushden Cavalcade of Transport and Country Fair. A6 Bedford Road, south of Rushden, Northants NN10 0SN. Free parking. Details: www.cavalcade.org.uk

Sunday 6 May

Glasgow Vintage Vehicle Trust Open Sunday. Bridgeton Bus Garage, Broad Street, Glasgow. 11.00-16.00. Free bus service between garage & city centre. Admission £5, child/OAP £3, family £12. Details: Glasgow Vintage Vehicle Trust (Scottish Charity No. SC034066), 76 Fordneuk Street, Glasgow G40 3AH, info@gvvt.org or www.gvvt.org

48th Ipswich-Felixstowe Vehicle Run. Over 500 vehicles including cars, lorries, motorcycles, buses & military vehicles depart Christchurch Park at 11.00 for afternoon display on Felixstowe Promenade. Participating vehicle owners must apply in advance (entry/admin fee payable). Vehicles must be over 30 years old. Museum open. Admission: £5.50, child £3.50, concessions £5, family £16 (up to 2+3). Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Details: 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

Historic Commercial Vehicle Society 56th London to Brighton Run. Details: www.hcvs.co.uk

North East Bus & Coach Show. Spillers Wharf, Newcastle Quayside. Details: www.nebpt.co.uk

Sunday/Monday 6/7 May

The Transport Museum Wythall. Operating Days. 10.30-17.00 (last admission 16.30). Classic bus & miniature steam railway rides. Museum bus service 750 operates on both days from Holloway Circus (Suffolk St Queensway, near New Alexandra Theatre) 10.30 & 11.45 (fare £2.50 each way) & Maypole 10.50 & 12.05. Admission £7, child £3.50. Family tickets available. Admission & all-day bus riding ticket £12, child £6. Details: The Transport Museum, Chapel Lane, Wythall B47 6JX, 01564 826471, enquiries@wythall.org.uk or www.wythall.org.uk

National Tramway Museum. Beer and Bands at Crich. Beer Festival with various bands playing. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

Monday 7 May

Oxford Bus Museum Vintage Bus Running Day. Hourly services to Oxford Parkway, Witney and Woodstock. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. 10.30-16.30. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

King Alfred Running Day. Details 01737 823436 or www.fokab.org.uk

Saturday 12 May

Faversham Transport Weekend. Bus & commercial vehicle display and bus running day. 10.00-16.00. On street displays around the town. Free vintage bus rides. Details: Roland Graves, 17 Ashkeys, Vigo Village, Gravesend, Kent DA13 0SL, rolyg@supanet.com www.faversham.org This event is Saturday only – cars & other vehicles are displayed on Sunday

South Shields Model Bus Show 2018. Celebrating 60 years of the MBF and the 1968 Transport Act. Model Bus Federation North East Area. Salvation Army Hall, Wawn Street, South Shields NE33 4EB. Five mins from Chichester Metro. 09.30-16.00. Admission: £3.00, children & concessions £2. Motorised & static displays, photograph sales, model trade stands, slide & film shows, refreshments. Details: 0191 378 2128 or 07773 923704

Saturday/Sunday 12/13 May

Epping Ongar Railway. London Transport Weekend. A celebration of all things London Transport. Intensive train service, possible visiting locomotives with an LT theme. Bus rally part of event. Details: www.eorailway.co.uk



This pair of AEC/Park Royal Routemasters are preserved in the Metroline livery worn by these vehicles after the sale of London Buses companies to the private sector. Both RML 2731 (SMK 731F) and RML 2620 (NML 620E) date from 1967. DAVID JUKES

Saturday/Sunday 12/13 May

East Anglia Transport Museum 1940s Weekend. Free park & ride service. Bus services to Lowestoft & Beccles using Museum & visiting vehicles. Trade stands. BBQ in the park. Music & dancing. Trams & trolleybuses running both days. Price concessions for period costume. 11.00-18.00 Sat & 11.00-17.00 Sun. East Anglia Transport Museum, Chapel Rd, Carlton Colville, Lowestoft, Suffolk NR33 8BL. Details: 01502 518459, admin@eatransportmuseum.co.uk or www.eatransportmuseum.co.uk

Sunday 13 May

3rd Annual Scarborough Busfest Running Day. 10.00-17.00. Ryndle Crescent car park, Northstead Manor Drive YO11 3LW. East Yorkshire Thoroughbred Car Club invited. All vintage & classic cars, coaches and buses welcome. Free local bus services. Trade stalls. Details: West Riding Bus Group, 07774 626475, wrbg@talktalk.net, www.wrbg.weebly.com or Facebook

Minehead – Porlock – Lynmouth. Quantock Heritage will run a frequent heritage service on this spectacular route. Details: www.quantockheritage.com. Guest vehicles from the 1960s & earlier very welcome; contact: sales@quantockheritage.com

Chippenham Bus Rally and Running Day. The Wharf Bus Station, Chippenham, Wilts. Free vintage bus services, plus link to Chippenham station. Display & sales stands at Wiltshire College, Cocklebury Road SN15 3QD. Details: Bristol Road Transport Collection, 48 Kenilworth Drive, Willsbridge, Bristol BS30 6DZ (A5 SAE please), 07746 412555, www.bristolbusevents.co.uk or Facebook

South Yorkshire Transport Museum Open Day. Includes bus running day featuring buses to Conisbrough Castle. South Yorkshire Transport Museum, Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30-16.00. Shop & café open. Free hourly shuttle from Rotherham Interchange (Stand C1) 10.45-14.45. Admission £5, concessions £3.50, accompanied U16 free. Details: 07852 298082, info@sytym.co.uk or www.sytym.co.uk

LT Country Bus Rally, Sevenoaks. Details (SAE please): Country Bus Rallies, 19 Hampton Way, East Grinstead RH19 4SG.

Thursday 17 May

National Tramway Museum Horse Tram Day. Sheffield Horse Tram 15 in service on The Street. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Additional £1 per person fare for horse tram rides. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

Friday 18 May

Leeds. The Samuel Ledgard Society. Annual Transport Film Show Night. The Grove Centre, New Street, Horsforth, Leeds. Curtain up 19.30. Details: Barry Rennison, 0113 236 3695, rennison@cc-email.co.uk or www.samuelledgardsociety.org.uk

Saturday 19 May

Epsom & Ewell Transport Fair, Bourne Hall, Ewell, KT17 1UF. 10.00-15.00. Details: Julian Bowden, 21 Forde Avenue, Bromley BR1 3EU (SAE please) or 07932 812268

Wales on Wheels 2018. National Waterfront Museum in Swansea. Joint Roads & Road Transport History Association, National Waterfront Museum, Swansea Museum & Swansea Bus Museum event. Participation and entry free. Details: www.rrtha.org.uk/wales-on-wheels

Saturday/Sunday 19/20 May

Museum of Transport Greater Manchester. MRX Model Railway Exhibition. Boyle Street, Cheetham, Manchester M8 8UW. 10.00-16.30. Wide variety of operational model railway layouts. Admission £7, over-60/student/jobseeker/Metrolink/GM bus operators' employees £6, U16/disabled/GMTS members/TfGM staff free. Free bus to & from Manchester Victoria Station every 20 mins 09.50-16.30. Details: 0161 205 2122 (Wed/Sat/Sun 10.00-17.00), email@gmts.co.uk or www.motgm.uk

Rydabus - Isle of Wight Bus & Coach Museum, Ryde. Network of free vintage bus services as seen in & around 1960-80s Ryde. Refreshment & other facilities available. Details: Isle of Wight Bus & Coach Museum, The Bus Depot, Park Road, Ryde, IoW PO33 2BE, 01983 567796 or www.iwbuseum.org.uk

Haworth (Yorkshire) 1940s Weekend. Free bus service plus small static vehicle display. Aire Valley Transport Group. Details: www.avtg.co.uk

Sunday 20 May

Oxford Bus Museum Vintage bus rides. 10.30-16.30. Bus rides 11.30 & 14.30. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

National Tramway Museum Classic Transport Gathering. Welcoming classic vehicles built prior to 1977. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13.00, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

Swansea Bus Museum. Early Summer Running Day. Open-top buses around Swansea Bay & services to other destinations. Display of museum & visiting vehicles. Family-themed & enthusiast stalls. Admission: £5, members & U16s free. Unit 2, Viking Way, Winch Wen Industrial Estate, Swansea SA1 7DA. Details: 01792 732832, secretary@sbm.wales or www.swanseabusmuseum.com

Whittlesey Fenland BusFest. 10.00-17.00. Free bus services to Peterborough, Ramsey (for Classic Car Show), Thorney, Chatteris & March via Turves. Details: www.easternbusgroup.co.uk/busfest.html

The Hastings Trolleybus Restoration Group. The Oval (on A21, ½ mile from Hastings town centre). Free admission. Details: Ion Castro 01424 437468 or www.1066.net/trolley



Passing along King Edward's Parade on Eastbourne's seafont during last year's running day is former Maidstone & District 3238 (P238 MKN), a 1997 low-floor Plaxton Pointer-bodied Dennis Dart SLF. DAVID JUKES

Scottish Vintage Bus Museum, Lathalmond. Fife KY12 0SJ. Bus Running Day. Details: 01383 623380 or www.svbm.org.uk

Friday/Saturday 25/26 May

London Transport Museum. Depot Discovery Tours at Acton Depot. Museum Depot, Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. All tours approximately two hours. Tickets must be pre-booked online or via Ticket Office on 0207 565 7298 (10.00-17.30 daily) U16s must be accompanied by adult. Details: www.ltmuseum.co.uk

Saturday 26 May

Workington. Stagecoach Open Day.

Southdown Leyland National Run. YCD 75T from Worthing Pier via Brighton Old Steine to Lewes Bus Station, & PCD 80R from Crowborough Broadway via Uckfield Bus Station to Lewes Bus Station. Operate together to Eastbourne, Hastings & Rye on former Southdown route 799. Details: www.southdownnational.com

Saturday/Sunday 26/27 May

The 2018 AEC Society Annual Rally. The Newark Showground, Newark on Trent, Nottinghamshire. Free vehicle entry open to all HGVs and PCVs over 7.5tons. Admission £10 per day. Routemaster Association present both days to celebrate 60th anniversary of the first production Routemaster's service debut. Sunday shuttle bus from Newark. Details: Howard Berry, AEC Society Rally Secretary, 7 Donaldson Drive, Cheswardine, Shropshire TF9 2NY (SAE please), 07504 974776, membership@aecsociety.com or www.aecsociety.com

Saturday-Monday 26-28 May

The Trolleybus Museum at Sandtoft. 1960s Trolleydays. Sandtoft, nr Doncaster. Details: 01724 711391 or www.sandtoft.org.uk

Sunday 27 May

Ribble Vehicle Preservation Trust 8th Morecambe Bay Running Day. Vehicle display on Morecambe Promenade. Buses run every 20 min 10.30-17.30 from Heysham to Carnforth via Morecambe. Morecambe circular tours. Guest vehicles by prior agreement. Details: www.rvpt.co.uk

Tilford Bus & Coach Rally. Rural Life Centre, Reeds Road, Tilford, nr Farnham, Surrey GU10 2DL. Free car park. Admission charge to Museum complex including rally. Details: 020 8398 4624 or Rural Life Centre 01252 795571

Sunday/Monday 27/28 May

The Transport Museum Wythall. Operating Days. 10.30-17.00 (last admission 16.30). Classic bus & miniature steam railway rides. Annual Model Bus Federation display on Monday only. Museum bus service 750 operates on both days from Holloway Circus (Suffolk St Queensway, near New Alexandra Theatre) 10.30 & 11.45 (fare £2.50 each way) & Maypole 10.50 & 12.05. Admission £7, child £3.50. Family tickets available. Admission & all-day bus riding ticket £12, child £6. Details: The Transport Museum, Chapel Lane, Wythall B47 6JX, 01564 826471, enquiries@wythall.org.uk or www.wythall.org.uk

Monday 28 May

Ipswich Transport Museum. I want to Ride my Bicycle! 11.00-16.00. A focus on two-wheeled items, including demonstrations of vintage & historic bicycles. Reduced admission for visitors who arrive by bicycle. Admission £7, child £4.50, concessions £6, family £20. Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Details: 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

Oxford Bus Museum Vintage Bus Running Day. Hourly services to Oxford Parkway, Witney & Woodstock. 10.30-16.30. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

Buckinghamshire Railway Centre. Annual Bus Rally. Quainton Road Station near Aylesbury HP22 4BY. 10.00-16.00. Vehicle entries welcome. Details: Louis Richards, 01296 655720, marketing@bucksrailcentre.org, quaintonbusrally2@gmail.com, www.bucksrailcentre.org or Facebook

Sunday 3 June

Glasgow Vintage Vehicle Trust. Open Sunday. Bridgeton Bus Garage, Broad Street, Glasgow. 11.00-16.00. Free bus service between garage & city centre. Admission £5, child/OAP £3, family £12. Details: Glasgow Vintage Vehicle Trust (Scottish Charity No. SC034066), 76 Fordneuk Street, Glasgow G40 3AH, info@gvvt.org or www.gvvt.org



Recalling past glories of 1976 when it carried the FA Cup-winning Southampton Football Club on a tour of the city is Southampton City Transport 64 (FTR 511), a 1948 Park Royal-bodied Guy Arab III. DAVID JUKES

Thames Valley & Reading Vintage Bus Running Day. 50th anniversary of last Reading trolleybuses with vintage bus services from Reading Station on former Thames Valley and Reading Corporation routes. Details: Thames Valley & Great Western Omnibus Trust, Ledger Farm, Forest Green Road, Fifeild, Maidenhead, Berks, SL6 2NR, enquiries@tvagwot.org.uk or www.tvagwot.org.uk

HCVS Tyne-Tees Run. Details: www.hcvs.co.uk

Kirkby, Liverpool. NWVRT Annual Running and Open Day. Unit 2, Charley Wood Road, Kirkby Industrial Estate, Kirkby L33 7SG. Network of free services. Timetable & event guide will be available. Stands and refreshments inside main building. Details: 07753 248053 or www.nwvrt.co.uk

LT Country Bus Rally, Hertford. Details (SAE please): Country Bus Rallies, 19 Hampton Way, East Grinstead RH19 4SG

Saturday/Sunday 9/10 June

Museum of Transport Greater Manchester. Manchester Histories Festival. Boyle Street, Cheetham, Manchester M8 8UW. Providing an opportunity to learn, explore, discover and interpret histories. Free heritage bus service between Museum & Manchester Town Hall (Albert Square) 10.00-16.30. Admission £4, concessions £3, accompanied U16/disabled free. Details: 0161 205 2122 (Wed/Sat/Sun 10.00-17.00), email@gmts.co.uk or www.motgm.co.uk

Sunday 10 June

Barry Festival of Transport. Barry Island. Park & ride service to the Barry Bus Depot for stalls and catering. Buses to Barry Island, Vale of Glamorgan coach tours & Barry open-top tours. Details: info@ctpg.co.uk, www.ctpg.co.uk/ or Facebook

South Yorkshire Transport Museum Open Day. Including Model Transport Exhibition. Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30-16.00. Shop & café open. Free hourly shuttle from Rotherham Interchange (Stand C1) 10.45-14.45. Admission £5, concessions £3.50, accompanied U16 free. Details: 07852 298082, info@sytm.co.uk or www.sytm.co.uk

Wednesday 13 June

National Tramway Museum Horse Tram Day. Sheffield Horse Tram 15 in service on The Street. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Additional £1 per person fare for horse tram rides. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

Friday-Sunday 15-17 June

Royal Blue & Associated Motorways Run. Home Counties to the West Country. Thames Valley & Great Western Omnibus Trust. Details: TV&GWOT, Ledger Farm, Forest Green Road, Fifeild, Maidenhead, Berks SL6 2NR, 07990 505373, enquiries@tvagwot.org.uk or www.tvagwot.org.uk

Saturday 16 June

The Trolleybus Museum at Sandtoft. Trolleyday. Sandtoft, nr Doncaster. Details: 01724 711391 or www.sandtoft.org.uk



Formally launched at The Trolleybus Museum at Sandtoft's 2017 Gathering is former Bournemouth Corporation 297 (297 LJ), a 1962 Weymann-bodied Sunbeam MF2B. DAVID JUKES

Saturday/Sunday 16/17 June

Clwyd Veteran and Vintage Machinery Society Ltd Annual Vintage Vehicle, Steam Rally & Craft Fair at Oswestry Showground, SY11 4TB.

Open 10.00 both days. Admission £7, child £4 (under 16 – must be accompanied by adult), family (2A+ 2C) £15. Craft & model halls, steam & miniature engines, vintage tractors, horticultural & garden machinery, commercial & military vehicles, collections & outdoor displays, vintage & veteran cars, caravans, motorcycles & pedal cycles, organs, heavy horses, ring & static events. Weekend camping available. Trade or general enquiries: Bernie Morris, 01978 762889, 07545 092072 or 1bernie.morris@gmail.com. Exhibitor enquiries: Joan Evans, 01244 544124, 07976 872520 or joan.glyn@talktalk.net. Visitor camping: Dave Kelly 07850 377677. Website: cvvms.co.uk

Sunday 17 June

The Transport Museum Wythall. Fathers' Day Out. 10.30-17.00 (last admission 16.30). Chance for Dads to enjoy big boys' toys! Classic bus & miniature steam railway rides. Admission £7, child £3.50. Family tickets available. Admission & all-day bus riding ticket £12, child £6. Details: The Transport Museum, Chapel Lane, Wythall B47 6JX, 01564 826471, enquiries@wythall.org.uk or www.wythall.org.uk

Peak Park Preserved Bus Gathering. Rowsley South Station, Peak Heritage Railway (on A6 midway between Bakewell and Matlock, Derbyshire), 09.30-17.00. All preserved buses welcome. Large stall area. Frequent bus services through Peak District, connections with Peak Rail's steam trains. Details: www.peakparkrally.wordpress.com

Ipswich Transport Museum. Vintage Horticultural Garden Machinery.

A day dedicated to RS&J machinery with displays and commentary by volunteers. 11.00-16.00. Admission £5.50, child £3.50, concessions £5, Family £16. Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Details: 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

National Tramway Museum Horse Tram Day. Sheffield Horse Tram 15 in service on The Street. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Additional £1 per person fare for horse tram rides. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

Oxford Bus Museum Father's Day Event. Free entry for dads. 10.30-16.30. Free bus rides at 11.30 & 14.30. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

The Trolleybus Museum at Sandtoft. Trolleyday & East Yorkshire Thoroughbred Car Club Rally. Sandtoft, nr Doncaster. Details: 01724 711391 or www.sandtoft.org.uk

Friday 22 - Saturday 23 June

London Transport Museum. Depot Discovery Tours at Acton Depot. Museum Depot, Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. All tours approximately two hours. Tickets must be pre-booked online or via Ticket Office on 0207 565 7298 (10.00-17.30 daily) U16s must be accompanied by adult. Details: www.ltmuseum.co.uk

Saturday 23 June

National Express West Midlands Acocks Green Garage Open Day. 1000-1500. Stalls, bus rides, etc. Details: andy.walcott@nationalexpress.com

Ipswich Transport Museum Transport & Model Festival. Visit three great attractions on one ticket – the Transport Museum, Ipswich Railway Modellers Association HQ and the Ipswich Model Engineering Society. 10.00-16.30. Free bus service links the sites and Scograil Model Railways. Inclusive all-attraction entry ticket £9.50 (accompanied children £1) Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Details: 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

Sunday 24 June

West End Festival Vintage Bus Service. Free vintage bus services in the west end of Glasgow to and from Riverside Museum (the Museum of Transport). Details: info@gvvt.org or www.gvvt.org

Brooklands. On the Buses. Vehicle displays & free local bus rides. Horse bus rides and longer excursions for additional fare. Family entertainment including Punch & Judy and balloon modelling. Celebrating 60 years of the first production Routemasters and 50 years of RML2760. Admission £13.50, concessions £11.50, child £7, family £35, or buy in advance & pay 2017 prices. LBM/BMT members free (join on the day & get free entry). Includes free entry to most attractions in Brooklands Museum. Free parking at Museum (postcode for The Heights car park KT13 0XP). Details: London Bus Preservation Trust Ltd, Brooklands Road, Weybridge KT13 0QS, 01932 837994, londonbusmuseum@btinternet.com or www.londonbusmuseum.com

Essex Bus Rally, Barleylands Farm Park, Billericay, Essex CM11 2UD. 10.00-16.00. Admission £3, children free. Free parking and free bus rides. Details: contact@essexbusrally.com or www.essexbusrally.com

Saturday 30 June

Watford Village, Northants. Classic Car Extravaganza. Watford Green, Watford Village, Northants NN6 7UY. 11.00-16.00. Vintage vehicles, church & village trail, licensed bar & catering, trade stands & displays plus dog show. In aid of St Peter and St Paul's Church. Details: watfordvillageclassic@gmail.com

Saturday/Sunday 30 June/1 July

The Trolleybus Museum at Sandtoft. Huddersfield 50 Weekend Trolleydays. Sandtoft, nr Doncaster. Details: 01724 711391 or www.sandtoft.org.uk

North Norfolk Railway Vintage Transport Festival. Holt Station NR25 6AJ. Vintage bus rally (Saturday) & vintage transport festival (Sunday). Details: bus@johnrstewart.co.uk

Sunday 1 July

Eastbourne Vintage Bus Running Day. Country Bus Rallies and Eastbourne Classic Bus. Free services from railway station along seafront and through Meads, to Pevensey Bay, Bexhill, Polegate, Hailsham, Beachy Head & Birling Gap. Details: Steven Wood, 97 Fordwich Rise, Hertford SG14 2DF, 07730 162605 or steven.wood@clara.co.uk. Programmes: £7.50 Country Bus Rallies, 19 Hampton Way, East Grinstead, RH19 4SG (A5 SAE please) from one month in advance, £8 on day

Glasgow Vintage Vehicle Trust. Open Sunday. Bridgeton Bus Garage, Broad Street, Glasgow. 11.00-16.00. Free bus service between garage & city centre. Admission £5, child/OAP £3, family £12. Details: Glasgow Vintage Vehicle Trust (Scottish Charity No. SC034066), 76 Fordneuk Street, Glasgow G40 3AH, info@gvvt.org or www.gvvt.org

Oxford Bus Museum Vintage bus rides. 10.30-16.30 with bus rides at 11.30 & 14.30. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

National Tramway Museum. Classic Motorcycle Day. In conjunction with the Vincent Owners Club. Welcoming classic motorcycles built prior to 1993, pre-booking required. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

The 4th Saltaire Historic Bus Running Day. Keighley Bus Museum Trust. Located on playing fields adjacent to Shipley Glen tramway & Roberts Park. Vehicle displays, enthusiast stalls, on-site catering & toilets. Bus routes linking Saltaire, Shipley and Baildon with superb photographic opportunities. Shipley Glen tramway will be operating. 10.00-17.00. Details: Keighley Bus Museum Trust, Unit 5 River Technology Park, Riverside, Keighley BD21 4JP, 07546 704558, enquiries@kbmt.org.uk or www.kbmt.org.uk

Ecclesbourne Valley Railway Bus & Coach Rally. Ecclesbourne Valley Railway, Wirksworth, Derbyshire DE4 4FB. Details: Geoff Clark, 01332 669497, 07590 992627 or geoffrey.clark3@ntlworld.com

Saturday 7 - Sunday 8 July

East Anglia Transport Museum Electric Dreams Weekend.

11.00-18.00 Saturday, 11.00-17.00 Sunday. Electric street transport – past, present & future. Free park & ride service. Buses to Lowestoft & Beccles using period & interesting visiting vehicles on both days. BBQ in the park. Historic trams & trolleybuses running alongside the latest electric vehicles. East Anglia Transport Museum, Chapel Rd, Carlton Colville, Lowestoft, Suffolk NR33 8BL. Details: 01502 518459, admin@eatransportmuseum.co.uk or www.eatransportmuseum.co.uk

Sunday 8 July

South Yorkshire Transport Museum Open Day. Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30-16.00. Shop & café open. Free hourly shuttle from Rotherham Interchange (Stand C1) 10.45-14.45. Admission £5, concessions £3.50, accompanied U16 free. Details: 07852 298082, info@syt.m.co.uk or www.syt.m.co.uk

8th Annual Wakefield Transport Rally and Running Day. 10.00-17.00. Heath Common, Wakefield WF1 5DB. West Riding Bus Group & The Yorkshire Thoroughbred Car Club. Free local bus services & feeder services from outlying districts. All classic and vintage cars, commercials, buses and coaches welcome. Trade stalls. Details: 07774 626475, wrbg@talktalk.net, www.wrbg.weebly.com or Facebook

Aston Manor Road Transport Museum. Annual Open Day. 10.30-16.00. Vehicle displays, stalls and free bus services. Shenstone Drive, off Northgate, Aldridge, West Midlands WS9 8TP. Admission: £5, child £2, family £13 (including event programme). Details: 01922 454761, www.amrtm.org or Facebook

National Tramway Museum – Leyland Society Gathering. celebrating 20 years of the Leyland Society & 50th anniversary of British Leyland's formation. Whetstone Models also running. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled Child 4-15 £7. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk. Driver of each vehicle entered will be granted free entry, valid only on the day. Leyland Society members entitled to admission discount. Entries from all commercial vehicle manufacturers that became part of British Leyland: AEC, Albion, BMC, Daimler, Guy, Scammell, etc. Vehicle entry forms: Gary Dwyer, 8 St. Mary's Close, West Street, Srompting, Lancing, West Sussex BN15 0AF (SAE please) or www.leylandsociety.co.uk

Burscough. Merseyside Transport Trust Running Day. Osprey Place, Burscough Industrial Estate, Burscough, nr Ormskirk L40 8TG. Details: www.mttrust.co.uk

Peterborough Bus & Commercial Vehicle Rally. Sacrewell Farm at the A47/A1 junction near Peterborough PE8 6HJ. 10.00-16.00. Buses, coaches and commercials welcome. Stalls & café. Free bus from & to Peterborough Bus Station & Nene Valley Railway. Free admission. Parking £5 (refunded against admission to Farm & Country Centre). Details: www.busrally.co.uk

Gloucestershire Warwickshire Steam Railway. Bus Rally and Running Day. The GWSR Station, Toddington, Gloucestershire GL54 5DT. Parking also available at Cheltenham Racecourse Park & Ride then short walk to station. Details: ac.shapcott@btinternet.com or www.gwsr.com

Saturday 14 July

Lancashire Model Bus Show. Lancashire & Cumbria Area of the Model Bus Federation. Nelson Independent Methodist Church, Netherfield Road, Nelson, Lancs BB9 9AW. 1000-1600. Admission: £3, accompanied children U15 £1.50, under 5s free. Layouts, sales, trade stands etc. Refreshments. Details: krdiggins@live.co.uk

Saturday/Sunday 14/15 July

National Tramway Museum Edwardian Event plus Horse Tram Days. Sheffield Horse Tram 15 in service on The Street. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Additional £1 per person fare for horse tram rides. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

Sunday 15 July

Alton Bus Rally & Running Day. Anstey Park, Anstey Lane, Alton, Hants GU34 2NB, 10.00-17.00. Display of around 150 buses & coaches. Extensive free bus network to surrounding towns & villages. Classic cars, lorries, motorcycles, vans, emergency services & military vehicles also displayed. Free admission. Catering, stands, toilets & free parking on site. Programme (with timetables) available on day. Free buses from/to Alton Railway Station connecting with trains from/to London Waterloo & Alresford. Free feeder services from/to Aldershot, Basingstoke, Fareham, Farnham, Guildford & Winchester. Details: Alton Bus Rally, 23 Somertons Close, Guildford, GU2 9YB, altonbusrally@hotmail.co.uk or www.altonbusrally.org.uk

Nottingham Area Bus Society Gathering & Running Day. Great Central Railway Nottingham, Mere Way, Ruddington NG11 6JS. Vehicles are required to pre-book. Details: paul.c123@btinternet.com or www.gcrn.co.uk



In action at the 2017 Buses Festival is ex-Western National 994 (LTA 813), a 1950 Eastern Coach Works-bodied Bristol KS5G. DAVID JUKES

Sunday 15 July

Oxford Bus Museum. Vintage bus rides. 10.30-16.30. Bus rides 11.30 & 14.30. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

Fleetwood Festival of Transport (Tram Sunday). Lord Street/North Albert Street, Fleetwood Lancs FY7 6DU. Details: www.tramsunday.co.uk

Saturday 21 July

LVVS meets the people of Lincolnshire – Scunthorpe. Ex-Lincolnshire Road Car buses run free local services from Scunthorpe town centre. 10.00-15.00. Details: 01522 500566, 01522 722705, info@lvvs.org.uk, www.lvvs.org.uk or @LincsRTM on Facebook/Twitter

Ebbw Vale Classic Bus Display. Details: www.ctpg.co.uk

Wednesday 25 July

Warminster, Wilts. CTP Noggin, Nosh & Natter. From 16.00 at The George Inn, Longbridge Deverill BA12 7DG. Static event for commercial vehicles 20 years & older. Other old & interesting vehicles welcome in adjoining area. Commercial Transport in Preservation. Details: Mary Bailey, 01747 823365, m.bailey1950@btinternet.com or www.thectp.org.uk

Friday/Saturday 27/28 July

London Transport Museum. Depot Discovery Tours at Acton Depot. Museum Depot, Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. All tours approximately two hours. Tickets must be pre-booked online or via Ticket Office on 0207 565 7298 (10.00-17.30 daily) U16s must be accompanied by adult. Details: www.ltmuseum.co.uk

Saturday 28 July

The Trolleybus Museum at Sandtoft. Gathering Saturday Trolleyday. Includes twilight trolleybus operation, BBQ & real ale beer tent. 10.30-22.00. Sandtoft, nr Doncaster. Details: 01724 711391 or www.sandtoft.org.uk

Sunday 29 July

Glasgow Vintage Vehicle Trust Family and Community Fun Day. Bridgeton Bus Garage, Broad Street, Glasgow. 11.00-16.00. Free bus service between garage & city centre. Admission £5, child/OAP £3, family £12. Details: Glasgow Vintage Vehicle Trust (Scottish Charity No. SC034066), 76 Fordneuk Street, Glasgow G40 3AH, info@gvvt.org or www.gvvt.org

Oxford Bus Museum Vintage Transport Festival. Express Coach Services through Oxfordshire in the 1960s. Vintage vehicle rally with preserved buses and coaches in service. Frequent services between Museum, Oxford Parkway, Witney & Woodstock. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

The Trolleybus Museum at Sandtoft. Gathering 2018. Transport flea market, live music, real ale beer tent, family entertainment. 10.00-18.00. Sandtoft, nr Doncaster. Details: 01724 711391 or www.sandtoft.org.uk

Monday 30 July

National Tramway Museum Horse Tram Day. Sheffield Horse Tram 15 in service on The Street. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Additional £1 per person fare for horse tram rides. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk



Carrying the original Greater Glasgow PTE livery is its former LA697 (HGD 903L), a 1973 Alexander AL-bodied Leyland Atlantean AN68/1R. DAVID JUKES

Friday-Sunday 3-5 August

Gloucestershire Vintage & Country Extravaganza. South Cerney Airfield near Cirencester, Glos. Caters for all vintage vehicle enthusiasts. Includes large bus & coach section. Free rides around site. Bedford OB Get-together – OB, OWB and WTB owners especially welcome. Free connecting buses from Kemble Railway Station and Cirencester Town Centre. Details: www.glosvintageextravaganza.co.uk. Vehicle entry forms: John Hitchings, 07746 412555 or bus_coach.svtec@yahoo.com

Sunday 5 August

Tinkers Park Bus Rally and Model Railway Exhibition. Tinkers Park, Hadlow Down, Uckfield, East Sussex TN22 4HS. 10.00-16.30. Admission £7, U16s £2. Model railway show with at least 20 layouts. Free narrow-gauge railway & traction engine/trailer rides. Free bus service to/from site. Free car parking; stalls, Organ Museum, programmes, light refreshments. Details: www.southdownnational.com or www.tinkerspark.com. Entry forms: Paul Llewellyn, 'Oakview', Luxford Lane, Crowborough TN6 2PJ

Gosport, Hants. Provincial Bus Rally at Stokes Bay, Gosport. 10.00-16.30. The Provincial Society. Vintage bus rides, static display, afternoon cavalcade around Gosport. Supported by First Hampshire & Dorset. Frequent free shuttle between rally site and Gosport Ferry for Portsmouth rail, bus and Isle of Wight ferry links. Souvenir programme & timetable available one week before event. Details: www.provincialsociety.org

Ipswich Transport Museum Commercial Vehicle Day. 11.00-16.00.

Launch of Scammell Scarab three-wheel lorry & trailer plus Ford E83W pick-up. Special display of large and small commercial vehicles. Free Bus Rides to/from Museum, Town Centre & Railway Station. Timetable on website early-July. Admission £7, child £4.50, concessions £6, family £20. Details: Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD, 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

Saturday/Sunday 11/12 August

The Trolleybus Museum at Sandtoft. Trolleydays. Jaguar Enthusiasts Car Show Sunday. Sandtoft, nr Doncaster. Details: 01724 711391 or www.sandtoft.org.uk

National Tramway Museum. World War II – Home Front Event. Re-enactors, music and vehicles from the 1940s. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

Sunday 12 August

16th WHOTT Rally and 4th Dorchester running day. West Country Historic Omnibus and Transport Trust (WHOTT). Top o' Town car park, Dorchester, Dorset DT1 1XT. Opens 10.00. Free buses to surrounding destinations. Exhibitors pre-register to: rally@busmuseum.org.uk. Details: Robert Crawley, 01395-567795 or www.buseum.org.uk

Dewsbury Bus Museum Summer Spectacular. Mill Outlet, Batley.

Admission by programme, £3 adult, accompanied children free. Advance copy available for £4 by cheque payable to West Riding Omnibus Museum Trust, 47E Dale Street, Ossett WF5 9HE. 10.00-16.30. Free services and tours. Free shuttle from Dewsbury South Street to the Ravensthorpe museum building & Mill Outlet. Up to 25 vehicles in service & wide selection of visiting buses. Trade stalls at Mill Outlet and Museum, museum café, tombola & more. Visiting vehicles welcome. Free coach park at Mill Outlet. Free feeder services from Bradford, Castleford, Huddersfield, Halifax, Keighley, Leeds, Pontefract & Wakefield. Details: www.dewsburybusmuseum.co.uk or Facebook

Ipswich Transport Museum Free Bus Rides. 11.00-16.00. To/from Museum, Town Centre and Railway Station. Timetable on website from early-July. Admission £5.50, child £3.50, concessions £5, family £16. Details: Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD, 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

Oxford Bus Museum Vintage bus rides. 10.30-16.30. Bus rides 11.30 & 14.30. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

South Yorkshire Transport Museum Open Day. Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30-16.00. Shop & café open. Free hourly shuttle from Rotherham Interchange (Stand C1) 10.45-14.45. Admission £5, concessions £3.50, accompanied U16 free. Details: 07852 298082, info@sytm.co.uk or www.sytm.co.uk



On static display at the London Bus Museum's 'Transportfest' is former BEA 1097 (MLL 738), a 1½-deck Park Royal-bodied AEC Regal IV of 1953. DAVID JUKES

Bus Running & Aviation Day. Hooton Park Trust Hangers, Ellesmere Port, Cheshire. (M53 Junction 6). 10.00-16.00. Free entry. Bus rides, stalls, static display. Details: J. Nolan, 0151 639 4929 or johnnolan201@talktalk.net.

Tuesday 14 August

National Tramway Museum Horse Tram Day. Sheffield Horse Tram 15 in service on The Street. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Additional £1 per person fare for horse tram rides. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

Saturday 18 August

Warminster, Wilts. Imberbus. Half-hourly Routemaster & guest vehicles service from Warminster Railway Station to abandoned Imber village. Most services continue to remote destinations on Salisbury Plain. Operated by Bath Bus Company supported by other leading bus companies. Details: www.imberbus.wordpress.com. Timetable on website two weeks before event. Persons without internet access please send SAE (marked 'Imberbus timetable') after 12 August to UK Transport Services, 4 Saxon's Acre, Warminster BA12 8HT

Saturday/Sunday 18/19 August

National Tramway Museum Models Weekend. Whetstone Models also running. Model tram & railway exhibition in Exhibition Hall. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

Scottish Vintage Bus Museum Open Weekend and Transport Collectors Fair, Lathalmond, Fife KY12 0SJ. Details: 01383 623380 or www.svbm.org.uk

Sunday 19 August

Ipswich Transport Museum Free Bus Rides. 11.00-16.00. To/from Museum, Town Centre and Railway Station. Timetable on website from early-July. Admission £5.50, child £3.50, concessions £5, family £16. Details: Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD, 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

Key Publishing Buses 2018 Festival. Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire CV35 0BJ. 10.00-17.00. Vehicle displays, trade stalls, free rides around the centre and local routes. Ticket price includes access to Museum, parking & courtesy bus from Leamington Spa railway station. Details: Julie Lawson, 01780 755131, julie.lawson@keypublishing.com or www.busesfestival.com

East Anglia Transport Museum. 999 Emergency Services Day. 10.30-17.00. New for 2018. Local emergency services displays & demonstrations. Vintage & current emergency vehicles running alongside train, trams and trolleybuses. Stalls supporting emergency services. Details: East Anglia Transport Museum, Chapel Rd, Carlton Colville, Lowestoft, Suffolk NR33 8BL, 01502 518459, admin@eatransportmuseum.co.uk or www.eatransportmuseum.co.uk

Thursday-Sunday 23-26 August

De Zigeuner, Belgium. International Old Timer Bus and Coach Rally 2018. Also celebrating 70th anniversary of de Zigeuner. Entries from UK preserved bus & coach owners most welcome. Details: Rik Vanheusden, +33(475) 281801 or Rik@dezigeuner.com

Friday/Saturday 24/25 August

London Transport Museum. Depot Discovery Tours at Acton Depot. Museum Depot, Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. All tours approximately two hours. Tickets must be pre-booked online or via Ticket Office on 0207 565 7298 (10.00-17.30 daily) U16s must be accompanied by adult. Details: www.ltmuseum.co.uk

Saturday-Monday 25-27 August

The Trolleybus Museum at Sandtoft. Reading Trolleybuses Weekend Trolleydays. Sandtoft, nr Doncaster. Details: 01724 711391 or www.sandtoft.org.uk

Sunday 26 August

Castle Hedingham, Essex. Bus & Commercial Vehicle Rally. Colne Valley Railway, Castle Hedingham, Halstead, Essex CO9 3DZ. Any age of vehicle welcome. Details: info@colnevalleyrailway.co.uk

4th Annual Sheffield bus running day. 10.00-17.00. Tesco Park & Ride, Abbeydale Road S7 2QB. West Riding Bus Group. All classic & vintage coaches & buses welcome. Trade stalls. Details: 07774 626475, wrbg@talktalk.net, www.wrbg.weebly.com or Facebook

Sunday/Monday 26/27 August

The Transport Museum Wythall. Summer Special. Running as many classic buses as we can for your enjoyment. 10.30-17.00 (last admission 16.30). Classic bus & miniature steam railway rides. Annual Model Bus Federation display on Monday only. Museum bus service 750 operates on both days from Holloway Circus (Suffolk St Queensway, near New Alexandra Theatre) 10.30 & 11.45 (fare £2.50 each way) & Maypole 10.50 & 12.05. Admission £7, child £3.50. Family tickets available. Admission & all-day bus riding ticket £12, child £6. Details: The Transport Museum, Chapel Lane, Wythall B47 6JX, 01564 826471, enquiries@wythall.org.uk or www.wythall.org.uk



Former London Transport 832J (JJ 4379) is a breakdown tender with a 1950 Chalmers of Redhill body on the chassis of the former STL162, a 1933 AEC Regent. STL 162 was new to London General with a Chiswick-built body shortly before the London Passenger Transport Board's 1 July 1933 formation. DAVID JUKES

Sunday/Monday 26/27 August

National Tramway Museum Classic Transport Gathering. Welcoming classic vehicles built prior to 1985, pre-booking required. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

Monday 27 August

Oxford Bus Museum Witney Vintage bus service. Free vintage buses to Witney every 30 minutes. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. 10.30-16.30. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

Ipswich Transport Museum Ride a Fire Engine Day. Free rides on the Museum's fire engines and see other visiting machines. 11.00-16.00. Admission £7, child £4.50, concessions £6, family £20. Details: Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD, 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

Ribble Vehicle Preservation Trust 5th Lytham St. Anne's Running Day. Vehicle display at Lytham Hall. Services around Lytham and St. Anne's. Details: www.rvpt.co.uk

Seaford and District Charity Vintage Bus Running Day. Lewes to Seaford & Lewes to Eastbourne via Pevensy. Details: info@seafordanddistrict.co.uk or www.seafordanddistrict.co.uk

Saturday 1 September

LVVS meets the people of Lincolnshire – Sleaford. Ex-Lincolnshire Road Car buses run free local services from Sleaford Station. 10.00-15.00. Details: 01522 500566, 01522 722705, info@lvvs.org.uk, www.lvvs.org.uk or @LincsRTM on Facebook/Twitter

National Tramway Museum. Simply Trams. Whetstone Models also running. Several trams operating. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

Sunday 2 September

Weston super Mare. Recreating coach trips to the seaside. Static display at Crosville Motor Services depot, stalls, free bus trips, coach shuttle to seafront. Mass coach departure from seafront at 16.00. Details: Kelvin Amos, 30 Blandford Close, Nailsea, Bristol BS48 2QQ or ka92@blueyonder.co.uk

Glasgow Vintage Vehicle Trust Open Sunday. Bridgeton Bus Garage, Broad Street, Glasgow. 11.00-16.00. Free bus service between garage & city centre. Admission £5, child/OAP £3, family £12. Details: Glasgow Vintage Vehicle Trust (Scottish Charity No. SC034066), 76 Fordneuk Street, Glasgow G40 3AH, info@gvvt.org or www.gvvt.org

CTP Autumn Road Run. 10.30 Salisbury Livestock Market, Netherhampton Road, Salisbury SP2 8RH. Road Run for commercial vehicles 20 years & older. New Forest Route, approximately 65 miles. Commercial Transport in Preservation. Details: Mary Bailey 01747 823365, m.bailey1950@btinternet.com or www.thectp.org.uk

Museum of Transport Greater Manchester - Trans Lancs. Transport Show. Heaton Park, Manchester. Museum at Boyle Street, Cheetham, Manchester M8 8UW. Free service between Museum and Heaton Park (Middleton Rd Gates). Park admission free, standard charges at Museum. Details: 0161 205 2122 (Wed/Sat/Sun 10.00-17.00), email@gmts.co.uk or www.motgm.co.uk

Romney, Hythe & Dymchurch Railway Bus Rally. Details: 01797 362353, info@rhdr.org.uk or www.rhdr.org.uk

Severn Valley Railway, Bewdley, Worcs. On the Buses. Classic bus & coach day, Bewdley Station. Details: www.svr.co.uk. Vehicle entrants/stallholders: 01299 401776

Thursday 6 September

National Tramway Museum Horse Tram Day. Sheffield Horse Tram 15 in service on The Street. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Additional £1 per person fare for horse tram rides. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

Saturday 8 September

Oxford Bus Museum. Free Vintage bus rides. Oxford Open Doors. Buses every 15 mins 10.00-15.45. Oxford Bus Museum, Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

Chingford, Royal Forest Hotel, Rangers Road, London E4 7QH. Display of 1940s-1960s London buses, recreating former bus terminus closed in September 1968. Free bus rides around Epping Forest, bookstall selling souvenir booklet, etc. Approximately 5 mins walk from Chingford buses and railway stations. Route 397 stops nearby. 10.30-17.00. Details: NLETE, 8 The Rowans, Palmers Green N13 5AD (SAE please) or nleevents@outlook.com

Coventry Heritage Tours. 10.00-16.00. Details: Roger Burdett, 07889 214236 or rogerbctc@aol.com

Saturday/Sunday 8/9 September

Museum of Transport Greater Manchester. Heritage Open Days. Boyle Street, Cheetham, Manchester M8 8UW. 10.00-16.30. Free admission and free buses between Museum, MoSI & People's History Museum. Details: 0161 205 2122 (Wed/Sat/Sun 10.00-17.00), email@gmts.co.uk or www.motgm.co.uk

The Trolleybus Museum at Sandtoft. Weekend Trolleydays. Sandtoft, nr Doncaster. Details: 01724 711391 or www.sandtoft.org.uk

Sunday 9 September

2nd Birmingham Bus Bash. Cannon Hill Park, Edgbaston. 1000-1500. Visiting buses, bus rides, stalls, food outlets. Details: andy.collett@nationalexpress.com

Merthyr Tydfil Festival of Transport. Merthyr Tydfil Leisure Centre. Large display of classic cars, commercials & buses. Stalls, undercover catering. Road runs to Brecon Mountain Railway & Rhymney Brewery. Open-top town tours. Details: info@ctpg.co.uk, www.ctpg.co.uk/ or Facebook.

South Yorkshire Transport Museum Open Day. Including Classic Transport Gathering. Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30-16.00. Shop & café open. Free hourly shuttle from Rotherham Interchange (Stand C1) 10.45-14.45. Admission £5, concessions £3.50, accompanied U16 free. Details: 07852 298082, info@sytm.co.uk or www.sytm.co.uk

Liverpool. Merseyside Transport Trust Running Day. Details: www.mttrust.co.uk

Blackpool Vehicle Preservation Group. Static display buses, commercials & militaries. South Promenade, Lytham St Anne's FY8 1BD. Details: bvp@btinternet.com or www.bvpg.co.uk

Saturday 15 September

11th Kingsbridge 7'6" Vintage Bus Running Day. Kingsbridge Bus Station, The Quay. Services to Bigbury, Hope Cove, Slapton, Salcombe, East Portlemouth, South Pool, Totnes & Thurlestone. Additional timings, duplicates & new routes. Details: Thames Valley & Great Western Omnibus Trust, Ledger Farm, Forest Green Road, Fifeild, Maidenhead, Berks SL6 2NR, 07990 505373, enquiries@tvagwot.org.uk or www.tvagwot.org.uk

Winchester King Alfred Twilight Vintage Bus Services. Preserved King Alfred & local operator buses operate free traditional bus routes from Winchester Broadway afternoon and evening. Details: 01737 823436 or www.fokab.org.uk

Saturday/Sunday 15/16 September

Aston Manor Road Transport Museum. Heritage Open Days. Free admission. No stalls. Shenstone Drive, off Northgate, Aldridge, West Midlands WS9 8TP. 10.30-16.00. Details: 01922 454761, www.amrtm.org or Facebook

Museum of Transport Greater Manchester. Heritage Open Days. Boyle Street, Cheetham, Manchester M8 8UW. 10.00-16.30. Free admission and free buses between Museum, MoSI & People's History Museum. Details: 0161 205 2122 (Wed/Sat/Sun 10.00-17.00), email@gmts.co.uk or www.motgm.co.uk

Sunday 16 September

St. Helens. North West Museum of Road Transport. Family Day. North West Museum of Road Transport, The Old Bus Depot, 51 Hall Street, St Helens WA10 1DU. Details: 01744 451681 or www.nwmort.co.uk

Saturday/Sunday 22/23 September

East Anglia Transport Museum Trolleybus Event. Sat 12.00-21.00 & Sun 11.00 – 17.00. All available trolleybuses running. Free park & ride. Bus services to Lowestoft & Beccles. BBQ in park, trade stands. Important vehicle launch. East Anglia Transport Museum, Chapel Rd, Carlton Colville, Lowestoft, Suffolk NR33 8BL. Details: 01502 518459, admin@eatransportmuseum.co.uk or www.eatransportmuseum.co.uk

The Trolleybus Museum at Sandtoft. Weekend Trolleydays & Steam Rally. Sandtoft, nr Doncaster. Details: 01724 711391 or www.sandtoft.org.uk

London Transport Museum. Moving London Open Weekend at Acton Depot. Museum Depot, Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. Details: 020 7565 7298 or www.ltmuseum.co.uk

Sunday 23 September

National Tramway Museum Vintage Day. Family fun with vintage theme. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

Amberley Museum & Heritage Centre Autumn Bus Show and Running Day. Vehicles displayed & running within museum grounds. Stalls, refreshments. Amberley Museum & Heritage Centre, Bury, West Sussex BN18 9LT. Details: 01798 831370, office@amberleymuseum.co.uk or www.amberleymuseum.co.uk

Saturday 29 September

Delaine Heritage Running Day. Delaine Heritage Fleet operate every 30 mins Bourne Delaine Depot/Bus Museum & Stamford Bus Station via Essendine. 09.20-17.00. Heritage Day Rover: £6. Celebrating W.S. Yeates Coachbuilders of Loughborough 90th Anniversary. Gathering at Bourne of roadworthy survivors. Free tours on Delaine route 301 to Ripplingale. 11.00-15.00. Delaine Bus Museum open. Details: www.delaineheritagetrust.org

Windsor International Toy & Train Fair. Windsor Leisure Centre, Clewer Mead, Stovell Road, Windsor SL4 5JB. 10.30-15.00. Admission £3, concession £2.50, early (09.00) £7. Details: 07825 564960 or www.windsortoyfair.co.uk

Sunday 30 September

Museum of Transport Greater Manchester Standard Triumph Car Day. Boyle Street, Cheetham, Manchester M8 8UW. 10.00-16.30. Standard & Triumph car display to 15.00. Admission £4, over-60/student/jobseeker/Metrolink/GM bus operators' employees £3, Accompanied U16/disabled free. Details: 0161 205 2122 (Wed/Sat/Sun 10.00-17.00), email@gmts.co.uk or www.motgm.co.uk

SHOWBUS. Donington Park, Leicestershire. Details: www.showbus.com

Saturday 6 October

Ipswich Transport Museum Classic Vehicles Day. Classic cars and light commercials. Visiting vehicles display & free bus tours of area. 11.00-16.00. Admission £7, child £4.50, concessions £6, family £20. Details: Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD, 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

Sunday 7 October

Nottingham Area Bus Society. Road Transport Event. Great Central Railway Nottingham, Mere Way, Ruddington NG11 6JS. Just turn up! Details: www.gcrn.co.uk

Skipton. Yorkshire Dales Vintage Bus & Coach Running Day. Aire Valley Transport Group. Details: www.avtg.co.uk

Wirral Bus & Tram Show. Wirral Transport Museum, Taylor Street, Birkenhead. 10.00-16.00. Details: John Nolan, 21 Meadow Street, New Brighton, Wallasey, Merseyside CH45 9JU, 0151 639 4929 or Johnnolan201@talktalk.net

Amersham and Chesham Running Day. Details: Amersham & District Motorbus Society, 68 Hitcham Road, Taplow, Maidenhead SL6 0LZ, info@amershammotorbussociety.co.uk or www.amershammotorbussociety.co.uk

Saturday 13 October

Theydon Bois Transport Bazaar & Vintage Bus Display. Theydon Bois Village Hall, Coppice Row, Essex CM16 7ER. Five mins level walk from Theydon Bois Central Line Station (LU Zone 6). Up to 40 stalls selling books, photos, maps, timetables, etc. Approx. 20 vintage buses on display, some giving free rides around Epping Forest. 11.00-15.30. Admission £3, accompanied children free. Refreshments. No public car parking. Details: NLETE, 8 The Rowans, Palmers Green, N13 5AD (SAE please) or nleevents@outlook.com

Saturday/Sunday 13/14 October

Isle of Wight Classic Buses, Beer and Walks Weekend 2018. Centred on Newport Quay and Ryde museum. Routes cover whole Island. Isle of Wight Bus & Coach Museum & CAMRA. Details: 01983 567796 or www.iwbeerandbuses.co.uk

Glasgow Vintage Vehicle Trust Open Weekend. Bridgeton Bus Garage, Fordneuk Street, Glasgow. 10.00-17.00. Stalls, visiting vehicles, Clippie's Café. Frequent free service Bridgeton Garage, Glasgow City Centre & Riverside Museum. Admission £7, child/OAP £5, family £18. Adult weekend pass £12. Details: Glasgow Vintage Vehicle Trust, 76 Fordneuk Street, Glasgow G40 3AH, info@gvvt.org or www.gvvt.org

Sunday 14 October

South Yorkshire Transport Museum Open Day. Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30-16.00. Shop & café open. Free hourly shuttle from Rotherham Interchange (Stand C1) 10.45-14.45. Admission £5, concessions £3.50, accompanied U16 free. Details: 07852 298082, info@sytym.co.uk or www.sytym.co.uk

National Tramway Museum. Whetstone Models running. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4-15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4-15 £7. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

The Transport Museum Wythall. Autumn Running Day. 10.30-17.00 (last admission 16.30). Classic bus & miniature steam railway rides. Museum bus service 750 operates on both days from Holloway Circus (Suffolk St Queensway, near New Alexandra Theatre) 10.30 & 11.45 (fare £2.50 each way) & Maypole 10.50 & 12.05. Admission £7, child £3.50. Family tickets available. Admission & all-day bus riding ticket £12, child £6. Details: The Transport Museum, Chapel Lane, Wythall B47 6JX, 01564 826471, enquiries@wythall.org.uk or www.wythall.org.uk

The Trolleybus Museum at Sandtoft. Trolleyday with Isle of Axholme Running Day & Rally. Sandtoft, nr Doncaster. Details: 01724 711391 or www.sandtoft.org.uk



On static display at the British Motor Museum, Gaydon, is former London General S742 (XM 7399), a 1923 Ransomes-bodied AEC S-type which is on loan from the London Transport Museum. DAVID JUKES



One of the most striking advances in bus design was the square-rigged Mancunian developed for Manchester City Transport in 1968. 1971-built Daimler Fleetline RNA 236J was delivered to MCT-successor SELNEC PTE and is currently preserved in the later Greater Manchester PTE livery. DAVID JUKES

Saturday 20 October

Ipswich Transport Museum Wheels by Lamplight. 17.30–21.00. Museum illuminated with hundreds of oil & paraffin lamps. Children cannot be admitted. Admission £7. Details: Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD, 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

Saturday/Sunday 20/21 October

Museum of Transport Greater Manchester. 1970s Weekend. 10.00–17.00. 1970s buses display and free rides. Boyle Street, Cheetham, Manchester M8 8UW. Free service to & from Manchester Victoria every 20 mins 09.50–16.50. Admission £4, over 60/student/jobseeker/employees of GM bus operators & Metrolink £3. Accompanied U16/disabled free. Details: 0161 205 2122 (Wed/Sat/Sun 10.00–17.00), email@gmts.co.uk or www.motgm.co.uk

Sunday 21 October

London Bus Museum, Brooklands. Transportfest - The Leyland Story. Leyland vehicles & the last RTLs in November 1968. Vehicle displays & free local bus rides. Horse bus rides and longer excursions for additional fare. Family entertainment including Punch & Judy and balloon modelling. Admission £13.50, concessions £11.50, child £7, family £35, or buy in advance & pay 2017 prices. LBM/BMT members free (join on the day & get free entry). Includes free entry to most attractions in Brooklands Museum. Free parking at Museum (postcode for The Heights car park KT13 0XP). Details: London Bus Preservation Trust Ltd, Brooklands Road, Weybridge KT13 0QS, 01932 837994, londonbusmuseum@btinternet.com or www.londonbusmuseum.com

Aston Manor Road Transport Museum. Autumn Leaves Running Day.

Final running this year. Guest vehicles to local destinations. Stalls. Shenstone Drive, off Northgate, Aldridge, West Midlands WS9 8TP. 10.30–16.00. Admission £5, child £2, family £13 (includes event guide). Details: 01922 454761, www.amrtm.org or Facebook

Wednesday/Thursday 24/25 October

Oxford Bus Museum Vintage bus rides. 10.30–16.30. Bus rides 11.30 & 14.00. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

Friday/Saturday 26/27 October

London Transport Museum. Depot Discovery Tours at Acton Depot. Museum Depot, Acton Town, 2 Museum Way, 118–120 Gunnersbury Lane W3 9BQ. All tours approximately two hours. Tickets must be pre-booked online or via Ticket Office on 0207 565 7298 (10.00–17.30 daily) U16s must be accompanied by adult. Details: www.ltmuseum.co.uk

Saturday 27 October

14th Annual Samuel Ledgard Society Transport Collectors' Fair. Pudsey Civic Hall, Cote Lane, Pudsey, near Leeds LS28 5TA. 10.00–15.00. Admission £2. Over 100 stalls. Details: Barry Rennison, 0113 236 3695, rennison@cc-email.co.uk or www.samuelledgardsociety.org.uk

The Transport Museum Wythall. Twilight Running Day. 11.00–19.00 (last admission 18.00). Museum bus service 750 operates from Holloway Circus (Suffolk St Queensway, near New Alexandra Theatre) 11.45 & 15.40. Return journeys from Wythall 15.00, 16.20 & 18.30 (fare £2.50 each way). Admission £7, child £3.50. Family tickets available. Admission & all-day bus riding ticket £12, child £6. Details: The Transport Museum, Chapel Lane, Wythall B47 6JX, 01564 826471, enquiries@wythall.org.uk or www.wythall.org.uk

East Anglia Transport Museum Halloween. 14.00–19.00. Free treasure trail for families. Prizes for every child. Extra treats for children in fancy dress. Evening trams, trolleybuses & trains. Woodland tram track with spirits of All Hallows Eve after dark. Free park & ride. East Anglia Transport Museum, Chapel Rd, Carlton Colville, Lowestoft, Suffolk NR33 8BL. Details: 01502 518459, admin@eatransportmuseum.co.uk or www.eatransportmuseum.co.uk

Saturday/Sunday 27/28 October

The Trolleybus Museum at Sandtoft. Halloween Weekend Trolleydays. Sandtoft, nr Doncaster. Details: 01724 711391 or www.sandtoft.org.uk

Sunday 28 October

Swansea Bus Museum Autumn Running Day. End of 2018 season. Bus trips. Static display museum & visiting exhibits. Stalls & refreshments. Admission £5, members and U16's free. Unit 2, Viking Way, Winch Wen Industrial Estate, Swansea SA1 7DA. Details: 01792 732832, secretary@sbm.wales or www.swanseabusmuseum.com

Keighley Bus Museum. Open Day & Twilight Bus Running. Free service to/from KBMT, Keighley railway & bus stations & town centre. Stalls, refreshments & toilets at museum. 12.00–19.00. Keighley Bus Museum Trust, Unit 5 River Technology Park, Riverside, Keighley BD21 4JP. Details: 07546 704558, enquiries@kbmt.org.uk or www.kbmt.org.uk

Bristol Vintage Bus Group. Autumn Mini Running Day. Based at Flowers Hill, Brislington.

St. Helens. North West Museum of Road Transport. Autumn Heritage Bus Running Day. The Old Bus Depot, 51 Hall Street, St Helens WA10 1DU. Details: 01744 451681 or www.nwmort.co.uk

Nocturnal Heart of the Pennines Rally. Piece Hall, Halifax. Aire Valley Transport Group. Details: www.avtg.co.uk

Monday-Saturday 29 October-3 November

National Tramway Museum. Starlight Event. From 10.00. Early evening tram & varied activities. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17, senior £13, child 4–15 £10, family (2A+3C) £40, less-abled adult/senior £10.50, less-abled child 4–15 £7. Details: 01773 854321, enquiry@tramway.co.uk or www.tramway.co.uk

Saturday 3 November

Aldenhams Transport Spectacular. Allum Manor House & Hall, 2 Allum Lane, Elstree & Borehamwood WD6 3PJ. 10.00–16.00. Admission £3. Stalls, refreshments. 5 mins walk Elstree & Borehamwood Station (Zone 6). Details: www.aldenhamtransport.com or www.facebook.com/aldenhamtransportspectacular

Sunday 4 November

Lincolnshire Road Transport Museum. Transport Festival. Whisby Road, North Hykeham, Lincoln. 10.00–17.00. Admission £7, accompanied children free. Displays, visiting vehicles, sales stands, refreshments. Free services from Lincoln city centre. Local park & ride from Teal Park, Whisby Road (just off A46 Lincoln by-pass/Whisby roundabout. Please use bus services - parking on site limited to blue badge holders. Visiting preserved vehicles welcome but must book in advance. Details: 01522 500566, 01522 689497, 07984 872994, info@lvvs.org.uk, www.lvvs.org.uk or @LincsRTM on Facebook/Twitter

Sunday 11 November

Cosham, Portsmouth. Autumn Transport Fair. Community Centre, Wootton Street, Cosham, Portsmouth PO6 3AP. 10.00–15.30. Admission £1.50. Stalls, free bus rides & light refreshments. Model Bus Federation display. Close to Cosham Railway Station. Convenient for A3/A27/M27/local buses. Details: vtransportgroup@btinternet.com

South Yorkshire Transport Museum Open Day. Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30–16.00. Shop & café open. Free hourly shuttle from Rotherham Interchange (Stand C1) 10.45–14.45. Admission £5, concessions £3.50, accompanied U16 free. Details: 07852 298082, info@sytm.co.uk or www.sytm.co.uk

Saturday 17 November

Enfield Transport Bazaar. St. Paul's Centre, 102 Church Street, Enfield EN2 6AR. Two mins walk from Enfield Chase Station or ten mins from Enfield Town Station. All buses serving Enfield Town stop within five mins walk. Up to 40 stalls selling books, photos, DVDs, maps, timetables, tickets & other memorabilia. 11.00–14.30. Admission £3, accompanied children free. Details: NLETE, 8 The Rowans, Palmers Green, N13 5AD (SAE please) or nlevents@outlook.com

Northampton Transport Collectors Fair. Abington Church Hall, Park Avenue North, Northampton NN3 2HT. Over 30 stalls of models, photos, timetables & DVDs. Refreshments. Admission £1.50. Stagecoach route16 to Ecton Brook stops outside. Details: Steve Loveridge, 75 Bakers Crescent, Irchester, Wellingborough NN29 7BA

The Trolleybus Museum at Sandtoft. Twilight and After Dark Trolleyday. 10.30-18.00. Sandtoft, nr Doncaster. Details: 01724 711391 or www.sandtoft.org.uk

Sunday 18 November

Dewsbury Bus Museum Autumn Open & Running Day. Admission by programme, £3 adult, accompanied children free. Advance copy £4 by cheque payable to West Riding Omnibus Museum Trust, 47E Dale Street, Ossett WF5 9HE. 10.00-16.30. Free services & tours. Free shuttle from Dewsbury South Street to Ravensthorpe museum building. Up to 25 vehicles in service & wide selection of visiting buses. Trade stalls, museum café, tombola & more. Free feeder services from Bradford, Castleford, Huddersfield, Halifax, Keighley, Leeds, Pontefract & Wakefield. Details: www.dewsburybusmuseum.co.uk or Facebook

Aston Manor Road Transport. Museum Annual Collectors' Fair. Memorabilia, books, models, DVDs. Free service from Walsall. Shenstone Drive, off Northgate, Aldridge, West Midlands WS9 8TP. 10.30-16.00. Admission £3, child £2, family £9. Details: 01922 454761, www.amrtm.org or Facebook

Ipswich Transport Museum. Classic Buses and Coaches. 1940s to present day. Rides on museum & visiting vehicles. 11.00-16.00. Admission £7, child £4.50, concessions £6, family £20. Details: Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD, 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

Friday/Saturday 23/24 November

London Transport Museum. Depot Discovery Tours at Acton Depot. Museum Depot, Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. All tours approximately two hours. Tickets must be pre-booked online or via Ticket Office on 0207 565 7298 (10.00-17.30 daily) U16s must be accompanied by adult. Details: www.ltmuseum.co.uk

Saturday/Sunday 1/2 December

Museum of Transport Greater Manchester. The Christmas Cracker. Boyle Street, Cheetham, Manchester M8 8UW. 10.00-16.30. Transport

collectors' fair & a vehicle display. Free bus to/from Manchester Victoria every 20 mins 09.50-16.30. Details: 0161 205 2122 (Wed/Sat/Sun 10.00-17.00), email@gmts.co.uk or www.motgm.co.uk

Sunday 2 December

Ipswich Transport Museum. The Christmas Cracker. 11.00-16.00. Final opening of 2018. Family day with festive theme. Decorations, lights & entertainment in museum. Ride vintage fire engines & buses. Meet Santa in his grotto (grotto entry £1 extra including gift). Admission £7, child £4.50, concessions £6, family £20. Details: Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD, 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

Sunday 9 December

South Yorkshire Transport Museum Open Day. Including 1940s Christmas displays. Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30-16.00. Shop & café open. Free hourly shuttle from Rotherham Interchange (Stand C1) 10.45-14.45. Admission £5, concessions £3.50, accompanied U16 free. Details: 07852 298082, info@sytm.co.uk or www.sytm.co.uk

Oxford Bus Museum. Santa's Grotto & Vintage Bus Rides. 10.30-16.30. Bus rides 11.30, 12.30 & 14.00. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

Saturday 15 December

Epsom & Ewell Transport Fair. Bourne Hall, Ewell KT17 1UF. 10.00-15.00. Details: Julian Bowden, 21 Forde Avenue, Bromley, BR1 3EU (SAE please) or 07932 812268

Saturday/Sunday 15/16 December

St. Helens. North West Museum of Road Transport. Santa Weekend. The Old Bus Depot, 51 Hall Street, St Helens WA10 1DU. Details: 01744 451681 or www.nwmort.co.uk

Sunday 16 December

Oxford Bus Museum. Santa's Grotto & Vintage Bus Rides. 10.30-16.30. Bus rides 11.30, 12.30 & 14.00. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

Saturday 29 December

Mid-Sussex Christmas Transport Fair. Clair Hall, Perrymount Road, Haywards Heath RH16 3DN. 10.00-15.00. Details: Julian Bowden, 21 Forde Avenue, Bromley, BR1 3EU (SAE please) or 07932 812268



Demonstrating the original style of engine compartment cover used on the earliest production Leyland Atlanteans is former Silver Star of Porton Down 42 (1013 MW), a Weymann-bodied PDR1/1 of 1962. It is fitted with lowheight bodywork that necessitated mounting of the rear upstairs seats on a raised platform with nearside gangway owing to the Atlantean's then-lack of a drop-centre rear axle. DAVID JUKES

Classic and Modern Bus Event



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